

Montito
The Chilean Earthquake. Comstock on "The Crime of the Nude."

LESLIE'S WEEKLY

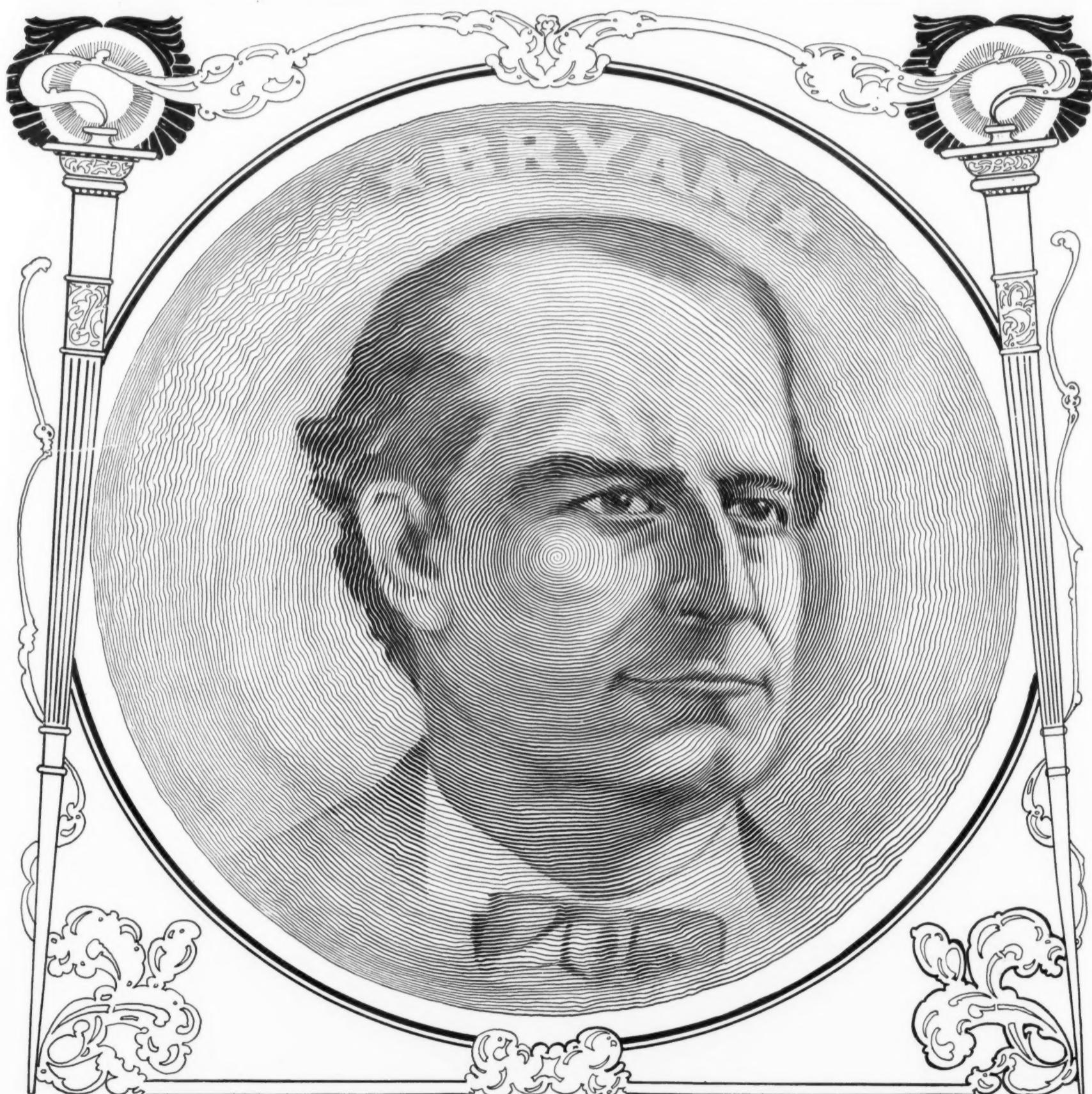
THE OLDEST AND BEST ILLUSTRATED WEEKLY IN THE UNITED STATES.

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Vol. CIII. No. 2660

New York, August 30, 1906

Price 10 Cents



Most Remarkable Picture Ever Made of Wm. J. Bryan

INGENIOUS AND LIFELIKE PORTAIT OF THE DEMOCRATIC LEADER FROM NEBRASKA, FORMED BY DRAWING ONE
CONTINUOUS LINE — Drawn, and copyrighted, 1900, by T. Fleming.

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Thursday, August 30, 1906

Just What Bryan Stands For.

"I STAND JUST where I stood ten years ago." "I am more radical in 1906 than I was in 1896." These are among the recent expressions of William J. Bryan.

Let us see what this means. In 1896 Mr. Bryan and his platform declared for the free and unlimited coinage of silver at the ratio of 16 to 1, "without waiting for the aid or consent of any other nation"; stigmatized the gold standard as "not only un-American, but anti-American"; denounced the "issuance of notes intended to circulate as money by national banks"; and attacked the "adverse decision of the Supreme Court on the income tax," and threatened a reversal of that decision by a reconstructed court, or by the "court as it may hereafter be constituted."

All these incendiary views of 1896 Mr. Bryan declares he holds in 1906. At the Fourth-of-July gathering of Americans in London he said the prosperity of the United States would be greater under the silver standard than it is now on the gold basis. He says he holds precisely the same views on that issue that he held ten years ago.

No wonder the Democratic New York *World* cites Bryan's Bourbonish outbursts as more "Republican luck," and says that he is "turning the presidency over to the Republican party again, giving it a walk-over in 1908, as it had in 1896, 1900, and 1904." The Democratic *Brooklyn Eagle* refuses to get surprised at Bryan's Bourbonism, and says it knew all the time that Bryan had not altered his position from ten years ago. The independent New York *Times*, with Democratic leanings, tells the Democrats that Bryan's leadership in 1908 would, at the polls, repeat the disaster of 1896 and 1900.

But these warning words by the sane members of his party are rejected with scorn by Bryan. "While I welcome criticism and suggestion," he says, "it is impossible for me to renounce or recant for the purpose of gaining the support of any one. The 6,000,000 Democrats who supported me for President cannot be expected to grovel in the dust in order to gain admissions to their ranks."

This is the Bryan of to-day, with all his political vices and follies of ten years ago intensified. "I am more radical in 1906 than I was in 1896."

To the timid Republicans and Democrats who declare that the country would be safer under the Nebraskan than it would be under Roosevelt in the term beginning in 1909, we say: "Now, gentlemen, if you want Bryan in preference to a conservative Republican, take him."

Four years more
Of Theodore.

Centennial of a Notable Discovery.

BEGINNING ON September 23d, and ending six days later, Colorado Springs will celebrate the hundredth anniversary of Captain Zebulon M. Pike's exploration of the region from Kansas and Colorado down to New Mexico. Lewis and Clark, in 1804, started from St. Louis to take a look at the Louisiana Purchase on its northern end. With the same town as a headquarters, Pike set out in 1806 to see what that locality's southwest border contained. Colorado will send militia and the United States government will contribute several thousand regular troops and Indians as features of the celebration. It will be a big anniversary, and the country will watch the observance with interest.

Pike was the discoverer in 1806 of the peak in the Rockies which bears his name. He was commander

of the American troops which captured Toronto from the British in the War of 1812, and was killed at the moment of victory. But Pike was handier with the sword than he was with the pen. He was a soldier and not an agriculturist. He gave the present Kansas, Colorado, and surrounding region the bad name which registered itself on the subsequent maps of the United States for half a century as the "Great American Desert." Pike's "desert," which stretched nearly to the Pacific, contains to-day many millions of as prosperous and happy people as are found in the country.

A still more marked distinction belongs to Pike. His report of the conditions in New Mexico and part of old Mexico, then Spanish territory, started the series of events which placed the great Southwest on the map of the United States. It incited Austin to get permission from Ferdinand VII. of Spain to plant an American colony in Texas. That colony, long afterward, broke away from Mexico, established its independence, and in 1845 got annexed to the United States. The Texas boundary dispute started the war in 1846 between the United States and Mexico, which, through conquest and purchase, placed in our hands the present New Mexico, Arizona, Utah, Nevada, and California, part of Colorado and Wyoming, and pushed our boundary to the Pacific.

Pike's exploration of 1806 had decidedly important consequences for the United States, and its centennial deserves the notable observance which it is to receive.

Who's Who in New York's Democracy?

THE ANNOUNCEMENT of District-Attorney Jerome, of New York City, that he is willing to be the Democratic party's saviour in New York State was not unexpected. It was forecast by a recent editorial in the *New York Sun*, predicting that the next Governor of New York would be a Democrat, and that the next President of the United States would be a Democrat, in both instances meaning Jerome. The close identification of powerful corporation interests with the *New York Sun*, and the rumors that these interests had also been identified financially with Mr. Jerome's independent candidacy for the district attorneyship, indicated that certain financiers, closely affiliated with the Democratic party in New York State, were determined that Hearst should not run away with it at the approaching State convention.

In selecting Jerome as their candidate for the governorship, these financiers exhibited a good deal of sagacity. If they can knock out Hearst as a candidate for Governor, by using Jerome as a club, and next knock out the Bryan boom in this State they will have accomplished their purpose. Hearst's friends insist that he will run independently if he should not be nominated by the Democratic State convention. Jerome seeks to checkmate this by stating that he will run as an independent, with or without his party's endorsement. The Democratic State convention can hardly nominate either Jerome or Hearst, in view of the announcement of both that they are in the independent field. If the Democratic State convention names a new man, and Jerome and Hearst both run on their own hook, the Republicans have only to name an acceptable candidate for the governorship to give him a walk-over. That they will name Governor Higgins, if he desires a renomination, is unquestioned.

Of all the candidates on the list for Governor, Mr. Higgins is certainly the safest. There has been no kite-flying during his administration, but it has been singularly free from scandal; it has practiced the closest and most business-like economies, and it has, in the face of almost unsurmountable obstacles, and in defiance of some of the strongest leaders, started in to do the kind of house-cleaning that the party has sadly needed. All this has been done without an exhibition of sky-rockets or bill-board advertising. Of all the Governors the State has had, none has ever kept faith with the people better than Governor Higgins, and the thoughtful people of the State know and believe this, in spite of the clamor of the hysterical press.

No Menace of War with Japan.

IT IS a curious coincidence that the *Novoe Vremya's* prediction of war between Japan and the United States, and the defeat of this country with the loss of California, should have been followed so closely by the news of the killing of Japanese sealing poachers by American government guards at St. Paul Island, off the coast of Alaska. The incident is regrettable, but the subjects of Japan who suffered from it undoubtedly invited their fate; they were certainly poachers, and, according to the views of some authorities, pirates. Moreover, not only have the Japanese been perniciously active of late years in the destruction of the seal herds in defiance of international regulations, being partly responsible for the reduction of the Pribilof herd from 4,000,000 to 500,000 in the last twenty years, but they have taken salmon in great quantities in Alaskan waters. The importance of preventing poaching encroachment upon the salmon-fishing industry will be understood when it is known that the total annual pack of Alaska, California, Oregon, and Washington is valued at \$20,000,000 and employs 28,000 people and a capital of \$30,000,000. As for the fur-seal industry, from which the government once enjoyed a handsome revenue, its very existence is threatened by the lawlessness of Japanese and other poachers.

Fishery disputes have been productive of inter-

national unpleasantnesses at different periods of our history, notably in the cases of alleged encroachments of Russian and Canadian sealers in Alaskan, and of American fishermen in Canadian and Newfoundland waters, but none of these has plunged the country into war, and nobody expects that the present affair will do so. But if Japan, in a mood of military self-confidence born of her recent victories, should resent the treatment of her subjects by an appeal to arms, she would not find the United States unprepared, as Russia was, with a navy of antiquated and poorly equipped vessels, and soldiers who would rather sleep than fight. In the improbable case of such a war the result would undoubtedly be the reverse of that predicted by the *Novoe Vremya*. Even if Japan should be swayed by counsels less sane than those which usually govern her, her financial condition would hardly permit her to undertake warlike operations so soon after her late exhausting conflict.

The Plain Truth.

POLITICAL WISEACRES have treated with scorn the suggestion that both great parties might unite on Roosevelt as a candidate in 1908; but this year, at least, a disposition is shown by Republicans and Democrats alike to disregard party lines. The Democrats of Pennsylvania have nominated a mixed ticket, headed by a Republican, and similar action has been taken in rock-ribbed Republican Vermont. If the Democrats can indorse a Republican for Governor in two such States, is it unthinkable that they should indorse Roosevelt for the presidency to escape the dangers which the more conservative see in the nomination of Bryan or Hearst?

SOMETHING like a shadow is cast upon the dazzling professions of Mr. Bryan and his lieutenants that they are the only original and simon-pure trust-busters by the visit of ex-Senator Jones, of Arkansas, to Oyster Bay, in behalf of the Indian Territory interests of the Standard Oil Company. To be sure, in order that the shadow might be as faint as possible, the Bryan leader took every precaution to keep the subject of his conference with the President a profound secret; but a little bird knew that the Senator, who was Mr. Bryan's chairman in both his campaigns for the presidency, was also an attorney for the Standard Oil Company, and must have imparted his knowledge of what happened at Oyster Bay to the meddlesome newspaper men. Senator Jones has every right in the world to protect the interests of his clients in court or with the President, but in his position it will be rather difficult for him and Bryan and their intimate political associates to continue to pose as the implacable enemies of the trusts.

THE HIGH moral plane upon which the Democratic national committee lives, moves, and has its being is again brought to public attention by the proceedings instituted by Governor Hanly, of Indiana, to annul the charters of the hotels at Lick Springs owned and controlled by Mr. Thomas Taggart, chairman of the committee. The action is taken as a part of the programme Governor Hanly has pursued since he came to office of enforcing the laws and ridding the State of gamblers and other evil-doers. The charge against the Lick Springs resorts is that they are maintained largely as gambling dens, a fact known to the general public for years past. Taggart's friends have raised the cry that the proceedings are part of a political scheme to discredit him and imperil the success of the Democratic party, but this defense of Mr. Taggart's probity appears decidedly tenuous when taken in connection with the disclosures made public as to the character of his hotel. One of them has been raided by an Indiana sheriff, and tons of roulette-tables, faro banks, and other gambling paraphernalia seized and confiscated. One might think that the overwhelming and almost unprecedented defeat suffered by the Democratic party in Indiana in the last presidential campaign, when Mr. Roosevelt's plurality was almost four times Mr. McKinley's plurality in 1900, would be sufficient to demonstrate that, even on his own hunting ground, Mr. Taggart's ability as an organizer is not of a high order.

WHEN GOVERNOR HIGGINS named the Hon. Otto Kelsey for the very responsible position of superintendent of insurance for the State of New York, he predicted that the latter would bring to the performance of his trying duties a rare capacity for hard work. Superintendent Kelsey is not in the habit of seeking publicity. He prefers to render faithful service and leave results to speak for themselves. We are not surprised at his prompt reply to the appeal of the Merchants' Association of New York City, in reference to the suppression of fire-insurance companies whose solvency has been impaired by recent losses in San Francisco. Mr. Kelsey simply reminds the Merchants' Association that he is endeavoring to discharge his full obligations under the statutes, and that it is not necessary for any public official to give personal assurance that he will perform his plain duty. By the way, has any one ever seen a list of the members of the Merchants' Association of New York? Recently it sent out an alarming circular in reference to the danger of a water famine in New York City, which the water commissioner of New York promptly proved to be unnecessary and untimely. The Merchants' Association seems to be chiefly concerned in attracting public attention to itself, and is apparently ready to seek notoriety among the muck-rakers. It is time that the public knew its make-up.



PEOPLE TALKED ABOUT

THE RECENT failure of the Milwaukee Avenue State Bank, of Chicago, provided the public with an unusually exciting midsummer sensation. It was alleged that investigation had disclosed that the collapse of the institution was due to embezzlements aggregating as high as \$1,000,000. The president of the bank, Paul O. Stensland, disappeared, its vice-president and its cashier were put under arrest, and its paying-teller committed suicide. Several other concerns were disastrously affected by the fall of this large financial establishment. The mysterious absence of President Stensland, and the theories propounded to account for it, formed a sensational feature of the case. It was variously reported that traces of him had been found near our frontiers and that he was dead. Stories averring that he had led an extravagant life were circulated. The fact that the bank was ruined and that thousands of persons had suffered loss through the bad management of its officials could not be denied, and as the head of the institution, the chief responsibility and the greater share of the blame rested on the missing president.

PAUL O. STENSLAND,

Missing president of the collapsed Milwaukee Avenue Bank, of Chicago.

Walace.

THE JESTING remark, "They are as gay as if they had taken Port Arthur," made by Miss Anna Smirnoff in reference to some Russian guardsmen in the streets of St. Petersburg, nearly cost the refined young woman her life. She was seized and brutally beaten with whips in the presence of officers of the regiment. It was at first conjectured that the violence and indignities to which she was subjected might lead to complications with this country, since she was supposed to be Mlle. Nelka Smirnoff, a relative of Representative James W. Wadsworth and a social favorite in Washington and other American cities. The identity of the sufferer, however, has no bearing upon the disgraceful character of the assault by order of officers who in any service but the Czar's would be presumed to be gentlemen. It is the fiendish cruelty of the ruling military caste of Russia, as exhibited in such cases as those of Mlle. Smirnoff and Maria Spiridonova, that inclines the outside world to condone the excesses of the Terrorists. Mlle. Spiridonova, who was treated with such unspeakable barbarity for her assassination of a brutal official, is now revered and prayed for by the peasants of her province as "Martyr Mary."

THAT INTEREST in the strange and unique career of the famous old abolitionist, John Brown, has not abated is proved by the fact that the people of Kansas are to-day celebrating with fervor and enthusiasm the semi-centennial of the battle of Osawatomie. In that petty combat, which occurred on August 30th, 1856, Brown and about fifty other free-soilers fought, and were beaten by, some 400 pro-slaveryites, one of the killed being Brown's own son. This apparently unimportant affair marked the beginning

JOHN BROWN,
The famous abolitionist, to whose memory the people of Kansas are doing honor.

of the armed resistance to the spread of slavery in the United States, and, like Brown's unsuccessful later adventure at Harper's Ferry, it was one of the causal events leading up to the great Civil War. It was epoch-making, and therefore deserves to be celebrated at stated times and with due ceremony. The celebration is taking place on the site of the battle, which is marked by a monument. Among the participants in the proceedings are many distinguished men from various parts of the country, including Vice-President Fairbanks, the leading orator of the occasion. Sectional feeling having died out in this country, no offense is now given anywhere when a tribute is paid to John Brown's memory. The rugged old champion of freedom may have acted at times mistakenly, but nobody denies him the virtues of sincerity, honesty, fearlessness, and devotion to the cause he deemed righteous.



THE AMERICAN press agent seems to be neglecting his opportunities; at least, one of his British brethren is pointing the way for him. Miss Godwynne Earle, who is appearing at the London Coliseum, has been advised to make a balloon ascent every now and then to counteract the effect of hard work upon her nerves. So, with Mr. Spencer, the well-known aeronaut, she has been taking the rest-cure and air-cure combined, floating over London in the car of his balloon. Sometimes the trips taken last as long as seven



MISS GODWYNNE EARLE,
The English actress who seeks health and advertising in a balloon.

hours. It is needless to add that Miss Earle's health has been greatly benefited by this method of treatment. The effect upon the size of the audiences at the Coliseum is not reported; but it may fairly be assumed that they are not falling off in numbers as the result of the actress's innocent little advertising scheme.

THE LONDON *Sketch* is impressed with the coincidence that two men conspicuous in public life—one in England and the other in the United States—bear the same name—Winston Churchill. "Ours," it says, "has set the empire ringing with his speech on the Transvaal constitution; America's is the cynosure of eighty million pairs of American eyes on two accounts. He has just published a new novel [“Coniston”] which is acclaimed on the one hand as better than Thackeray's best; on the other, worse than Thackeray could have written at his worst. Moreover, he fills the eye of the politicians because he is a candidate for the governorship of New Hampshire." Speaking of the Englishman as the most striking and picturesque figure in the Liberal party and a potential premier, the *Sketch* suggests that the novelist's goal may be the presidency. In age the two are almost on an equality—the American Winston being thirty-five, his English namesake thirty-one. Both have been war correspondents, having been in Cuba, on opposite sides, in the Spanish war. Both were educated for the profession of warfare, the one at Sandhurst and the other at Annapolis, though the American did not



THE TWO WINSTON CHURCHILLS.
The American novelist and candidate for the governorship of New Hampshire at the left, the English statesman at the right.

pursue his naval career after graduation, whereas the Englishman has seen a good deal of military service. As readers of "Coniston" know, Mr. Churchill has made good use in that novel of his opportunities to study human nature among New Hampshire lawmakers. To avoid confusion the precise may give the Englishman, in speaking of him, his full name—Winston Leonard Spencer Churchill. In spite of their bearing the same Christian name and surname, the two Churchills are not related.

ALTHOUGH THE Russian people themselves have not as yet succeeded in securing a liberal government, it is a strange fact that the influence of the upheaval in Russia has resulted in the abolition of despotism in another country. Stranger still, the latter is an Oriental land. For some reason the Persians have from the first been intensely interested in the progress of affairs in the Czar's empire, and the popular struggle there has been the theme of sympathetic discussion in all the bazaars of Persia. Finally, following the example of the Russians, the subjects of the Shah demanded a constitution of their autocratic ruler, who felt constrained to comply with the appeal of the people.

He issued a proclamation granting reforms and a government representative in character. This action has given great satisfaction throughout the Shah's dominions. It is stated that the clergy of the nation were very influential in effecting the tremendous change. It is reported also that some sharp fighting figured among its causes. However the latter may be, if the Shah and his advisers will only carry out the liberal policy in good faith they will receive the blessings of the people, and peace and prosperity will replace the unrest and disorder which have afflicted the realm. As the Shah has visited Western lands, he may be enlightened enough to conform sincerely to the public will. Persia is the second land in the Orient to adopt a constitutional form of government, Japan being the first.

MR. JOHN BURNS, the great English labor leader and member of the present English cabinet, has the good fortune to have a wife who is sympathetic and helpful. Like her famous husband, Mrs. Burns is of humble birth, but, like him also, has proved herself equal to the duties of the exalted station in which she now finds herself. When she was recently presented to the King and Queen, this modest little woman, who still does her own housework, was an object of curiosity to the peeresses who surround the throne. If they expected to titter over a bizarre or awkward spectacle they were disappointed. They saw a rather pretty woman, becomingly and correctly dressed, whose manner was above criticism. Nature's order of gentility has members not only in the highest, but also in all other ranks of society.

NOT A FEW ladies of high social standing in England have allowed the need of money to overcome their prejudices against vulgar trade, and have become, either openly or secretly, interested in business enterprises. These latter have been of various sorts, but so far only one society leader in London has taken up hotel management for a livelihood, and she is not of English birth, but a young and charming American woman. Mrs. Mercer Pell, who has been engaged by Sir Christopher Furness to take charge of his big

caravansary at Harrowgate, England, is well known in New York society, is a member of a prominent Knickerbocker family, and has been presented at court. It is admitted that she accepted the position owing to temporarily straitened circumstances, but she is believed to possess the requisite ability—as she has the tact and grace—to make a success of her new occupation. Mrs. Pell will prove an agreeable hostess to the many fashionable Americans visiting Harrowgate.

THE COUNTESS OF ABERDEEN recently gave the Irish Woman's Temperance Union a novel gift in the way of an address having a new cover designed and worked at the Royal Irish School of Art Needlework. It has a white-vellum cover lined with St. Patrick's blue poplin. The coronet and initials of the countess appear in the centre, and at each corner is a four-leaved shamrock.



THE SHAH OF PERSIA,
A despot who has granted his people a constitutional form of government.



MRS. MERCER PELL,
An American of high social standing in London, who has become a hotel manager.



ONE OF VALPARAISO'S TWO SPACIOUS DRY-DOCKS (AT LEFT), NOT SERIOUSLY DAMAGED BY THE SHOCK.—*Rost.*



INTERIOR OF THE FINE ART GALLERY AT SANTIAGO, WHICH WAS SHAKEN HARD.—*Rost.*



MAGNIFICENT VICTORIA THEATRE AT VALPARAISO TOTALLY DESTROYED BY THE EARTHQUAKE.—*Brown Brothers.*



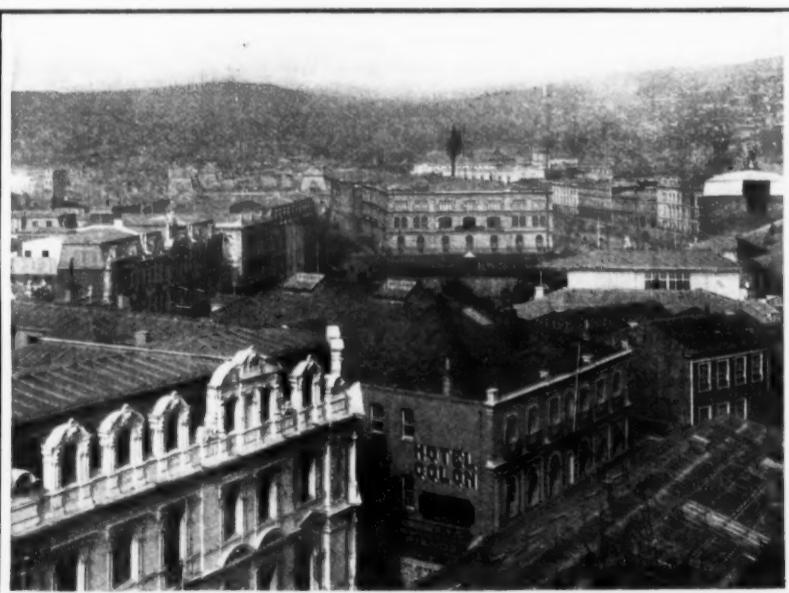
HARBOR OF VALPARAISO, AND SHIPPING, ON WHICH MANY PANIC-STRicken PERSONS SOUGHT REFUGE.—*Rost.*



PRINCIPAL STREET IN THE THRIVING TOWN OF LOS ANDES, REDUCED TO A MASS OF RUINS.—*Brown Brothers.*



STREET IN SANTIAGO SHORTLY BEFORE THE EARTHQUAKE—WOMEN WEARING THE TYPICAL COSTUME.—*Rost.*



BIRD'S-EYE VIEW OF VALPARAISO—BUILDINGS IN FOREGROUND FRONT ON COCHRANE STREET—ENORMOUS DAMAGE AND LOSS OF LIFE OCCURRED IN THE AREA SHOWN.—*Rost.*



PLAZA SOTOMAYOR AT VALPARAISO—STATUE OF CAPTAIN PRAT, OF THE CHILIAN NAVY, AT RIGHT. CITY HALL IN CENTRE, AND CHAMBER OF COMMERCE AT LEFT—THIS SECTION WAS NOT BADLY DAMAGED.—*Rost.*

SAN FRANCISCO'S HORROR REPEATED IN CHILI'S PRINCIPAL CITIES.

GLIMPSES OF THE TOWNS THAT FELT THE CHIEF FORCE OF THE TERRIBLE EARTHQUAKE OF AUGUST 16TH WHICH DESTROYED A LARGE SECTION OF VALPARAISO, THE LEADING COMMERCIAL CENTRE, BADLY DAMAGED SANTIAGO, THE CAPITAL, AND CAUSED LOSS OF PROPERTY AND LIFE IN MANY OTHER PLACES—THE PROPERTY LOSS IS ESTIMATED AT \$200,000,000 AND THE LOSS OF LIFE AT 5,000.



ITALIAN RELIGIOUS PROCESSION CARRYING A SAINT'S IMAGE
THROUGH THE STREETS OF NEW YORK.—*G. Burt, New York.*



BEVY OF KENTUCKY GIRLS SENT ABROAD BY A NEWSPAPER, TOURING LONDON AND ATTRACTING MUCH ATTENTION.
Topical Press Agency, England.



BOWLER AND TABLET AT SAN DIEGO, CAL., COMMEMORATING THE FIRST RAISING OF
THE AMERICAN FLAG THERE BY GEN. FREMONT, IN 1846.—*A. H. Wright, California.*



CURIOUS RESULT OF A WRECK ON THE MICHIGAN CENTRAL RAILROAD, NEAR ROSCOMMON, MICH.,
CAUSED BY A COLLISION OF FREIGHT AND PASSENGER TRAINS.—*D. Pratt Mannix, New York.*



REMARKABLE MASS OF SNOW AND ICE FOUND BY A PARTY OF TOURISTS IN MID-JULY
ON TOP OF MAUNA KEA, HAWAII, 13,825 FEET ABOVE THE SEA.
George Heusell, Hawaii.



(PRIZE WINNER, \$10.) PRESENTATION OF A FLAG, ON DECORATION DAY, TO THE AMERICAN COMPANY OF THE SHANGHAI (CHINA) VOLUNTEER CORPS ORGANIZED TO PROTECT FOREIGN
RESIDENTS DURING THE FREQUENT NATIVE RIOTS.—*T. J. Raven, China.*

NEWS PHOTO PRIZE CONTEST—CHINA WINS.

NOTEWORTHY DOINGS OF THE TIMES MADE REAL TO THE EYES BY SOME OF THE BEST PICTORIAL REPORTERS.

Strongest American Fleet Ever Assembled

THE STRONGEST fleet ever assembled under the stars and stripes will be reviewed by President Roosevelt on September 3d, in the waters of Long Island Sound, off Oyster Bay. The fleet will consist of twelve battle-ships, four armored cruisers of the first class, four second-class cruisers, four monitors or coast-defense ships, a torpedo flotilla of twelve destroyers and torpedo-boats, three submarines, and six auxiliary or supply ships. The strength of this great fleet is shown in the fact that it can fire 190 tons of death-dealing metal per minute. It can fire 105,150 pounds of metal at a single broadside, 22,600 pounds of which would be from 13-inch guns, 33,060 pounds from 12-inch guns, 20,280 pounds from 8-inch guns, and 16,540 pounds from 6-inch guns. The 13-inch and 12-inch guns are on the battle-ships and one of the largest monitors, while the largest guns on the cruisers are 8-inch. In all there are 1,178 guns. The fleet is under command of Rear-Admiral Robley D. Evans, with Captain John E. Pillsbury, chief-of-staff. Rear-Admiral Charles H. Davis and Rear-Admiral Willard H. Brownson will command separate portions of the fleet, and in all there will be 812 officers and 15,235 men.

The twelve battle-ships are the *Maine*, *Missouri*, *Kearsarge*, *Kentucky*, *Louisiana*, *New Jersey*, *Rhode Island*, *Virginia*, *Alabama*, *Illinois*, *Indiana*, and *Iowa*. The *Maine* and *Missouri* are sister ships, as are the *Kearsarge* and *Kentucky*, also the *Alabama* and *Illinois*, while the *New Jersey*, *Rhode Island* and *Virginia* are of another class. The *Louisiana*, *Indiana*, and *Iowa* are separate types. The four-armored cruisers, *West Virginia*, *Pennsylvania*, *Colorado*, and *Maryland* are of the same type, as are the mon-



REAR-ADmiral ROBLEY D. EVANS,
Commander of the magnificent fleet which the President will review
at Oyster Bay.

itors *Nevada*, *Florida*, and *Arkansas*; while the monitor *Puritan* belongs to a larger class. The cruiser

What Rockefeller Did to the Boys.

TWO LITTLE newsboys loitered along the suburban end of Euclid Avenue, Cleveland, not many months ago, and finally sat down upon a curbstone to rest. The gateway and lodge of Forest Hill, the Rockefeller country seat, were in sight, and the boys fell into a discussion as to the merits and demerits of the proprietor, based upon gleanings from their respective papers.

One of the little urchins boldly asserted that he wouldn't be afraid "to meet John D. Rockefeller right there in the road. Would you, Billy?"—addressing his companion.

"You bet I would," answered Billy, most emphatically, having in mind the scenic representation of the magnate which he had seen in his paper. "I seen a pictur of 'im with two big pistols in 'is hand, an' 'e wuz goin' to shoot."

"What wus the man doin'?" queried Billy's mate.

"He wasn't doin' nothin'."

"Well, he ought 'a' been shot," was the laconic reply. "John D. don't give a darn fer nobody what won't work. He used to work."

"What do you know about it? You never seen him."

"Well, my gran'daddy known John D. when 'e wuz sweeping out stores an' diggin' ditches, and cleanin' the streets, an' ——"

"Oh, shet up, here comes a big automobile," said Billy, welcoming a diversion.

"Maybe that's John D. now," said Billy's chum.

"Him nothin'! Do you see any big hat with feathers on it, er any big ear-rings like he wears? An' w're's 'is pistols?"

"Ear-rings! Pistols!" shouted Billy's chum with a loud guffaw, "you're crazy! Suppose them pictur's you seen looks like John D.? They're only a josh."

By this time the auto was about to pass the boys, and the man on the back seat ordered the machine to a standstill, and the youngsters heard a pleasant voice saying, "Would you like to have a ride, boys?" The boys looked at each other, at their bare feet and soiled clothing, as if in doubt about accepting the honor.

"Jump in, jump in, boys; you're all right," said the man in the auto.

With this pressing invitation the boys climbed into the car, and a few hundred yards away turned into the driveway of Forest Hill Park.

"Are you goin' to take us to see Mr. Rockefeller?" asked Billy, in great excitement.

"We may get a glimpse of him as we ride along," answered their stranger friend, quietly.

"Can this 'ere machine go faster than John D. can run?" questioned cautious Billy.

"Oh, yes; John D. is not much of a runner nowadays."

"Do you know him?" asked the irrepressible of the man in the rear seat.

"Pretty well, pretty well!" answered the gentleman, reflectively. Then he asked the boys some questions about themselves and their work as "newsies," chatting pleasantly with them until the car came to a full stop under the *porte-cochère* of the Forest Hill residence, when the gentleman dropped some change into a couple of grimy little hands and went into the house.

Considering the munificence of the donation, the boys evidently attributed its possession to a mistake, or some strange mental vagary on the part of the donor. To the chauffeur they said:

"Say, who wuz dat guy, anyway?"

"That was Mr. Rockefeller," said the driver.

Minneapolis has the record of being the fastest large ship of the fleet, having tested over twenty-three knots an hour, but it is doubtful if she could show her heels to any of the armored cruisers now. She is a type of her own. The other cruisers, *Denver*, *Cleveland*, and *Tacoma* are of one pattern. The fastest ships of the fleet are the long and slender torpedo-boat destroyers of the *Whipple-Worden-Truxton* class. There are six of these, and they can make nearly thirty knots an hour. Next in speed are the torpedo-boats of the *Wilkes-Tingey* class, of which there are six in the fleet. Submarines complete the fighting force of the fleet, though the auxiliaries with coal and other supplies are now considered very important adjuncts in naval warfare.

President Roosevelt will review the magnificent spectacle from the bridge of the *Mayflower*, the yacht that has been set apart for his use on such occasions. With him will be Secretary Bonaparte and Assistant Secretary Newberry of the Navy Department, and probably other members of the Cabinet. The demonstration was not arranged merely as a holiday spectacle for the President's pleasure, but forms a part of the manœuvres of the Atlantic fleet. Other manœuvres take place far out at sea, and target practice will follow later, but a part of the evolutions is to assemble all the ships together and let them pass in review before the commander-in-chief of both army and navy. The demonstration will be instructive to those who see it and will also give the officers and men a training which they should have in handling our fighting sea force. The size and the skillful handling of this powerful fleet will be convincing proof that we possess a navy worthy of the name.

controlled animals. Then the animal was taken to the slaughter-house. Hogs would come to their destination in worse condition than either cattle or sheep. The animals would fight *en route*, and their bodies would be covered with blood from chewed ears or mutilated flesh. All maimed and injured animals were purchased by a sausage-maker and a packer. A class of cows, which were known to the trade as "band-boxes," were purchased for bologna-makers. These cows, which generally were so old that they were scarcely anything but skin and bones, with teeth that refused to chew hay, or no teeth at all, sold at from three dollars to ten dollars a head.

There was nothing thrown away about the old-fashioned slaughter-houses. A diseased liver, if not too bad, would have the ulcer cut out and be loaded on the wagon for delivery to some of the smaller markets where meat was sold cheaply. The refuse from the slaughter of beeves and sheep was fed to hogs which were being held for killing. They would suck up the warm blood of a bullock just killed as though it were so much milk. These slaughter-houses which are here indicated were remote from a stream of water, and their cleansing consisted of washing the floor by dashing pails of water over it, and washing the refuse into the hog-troughs. These slaughter-houses threw off a stench that could be detected for a mile away. Luckily the houses were clustered in an area of perhaps half a mile in circumference. This recital recalls a slaughter-house in a village of about eight hundred. It was beside a stream of good proportions, but it could not be kept clean, and offended the olfactory organs of every one who passed. It was impossible to keep it sweet, for the reason that its construction was not of such a nature that it could be thoroughly cleansed, and because there was no water pressure. This might have been obtained by running a small conduit 200 feet, but 200 feet of conduit, though only iron pipe, would have cost money.

If local slaughter-houses were to be re-established, would they be built on any better plans than heretofore? A slaughter-house is an undesirable neighbor in any locality, and those who conduct them, if the past is any criterion, are averse to spending much money in their construction. *Packingtown*, now that she has been taken under the shed and suffered the birch and lecture, will fulfill the country's requirements much better and more satisfactorily than the local slaughter-houses.

W. H. BRAINERD.

The Novel as Political Capital.

THE CONCOCTION of sensations for the sake of achieving notoriety, and also of advertising the wares one has to sell, has apparently shifted for the time being from actresses to novelists, and is no more creditable in the one case than in the other. Upton Sinclair's performance with "The Jungle" has been followed by that of Mr. Winston Churchill, who has had himself nominated for Governor of New Hampshire by the "Lincoln Republicans," with the understanding that his campaign shall be conducted on the one issue of railroad domination in State affairs, a condition depicted in his latest novel. It will occur to many that both Mr. Churchill's platform and his own qualifications for the high office of Governor are exceedingly slim. In the case of Sinclair not much can rightfully be expected of a man who began his alleged literary career by palming off a rank deception on the public. The forces of reform are at a pretty low ebb when they follow the lead of a man like this.

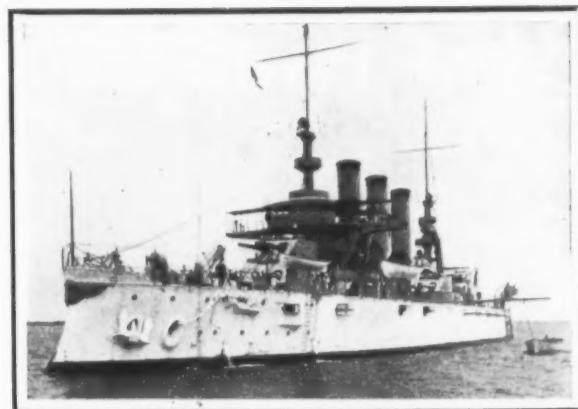
No family side-board complete without Abbott's Angostura Bitters. Wine dealers and druggists.



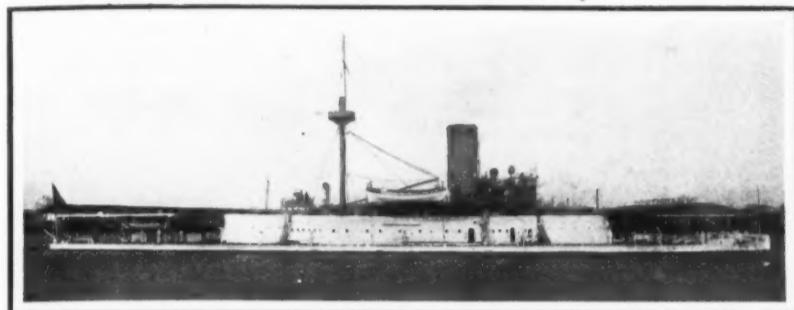
SWIFT UNARMORED STEEL CRUISER "MINNEAPOLIS," 7,375 TONS.
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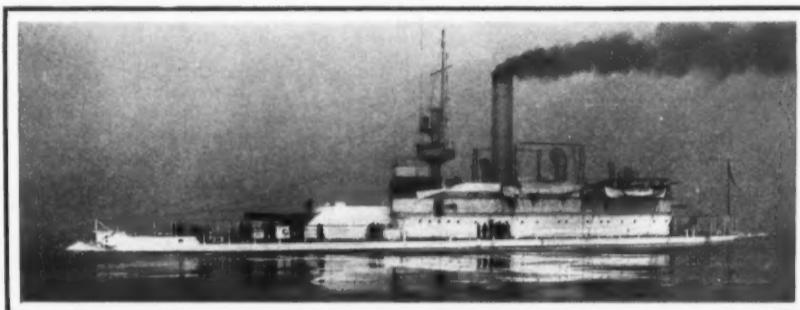
STANCH BATTLE-SHIP "INDIANA," 10,163 TONS.
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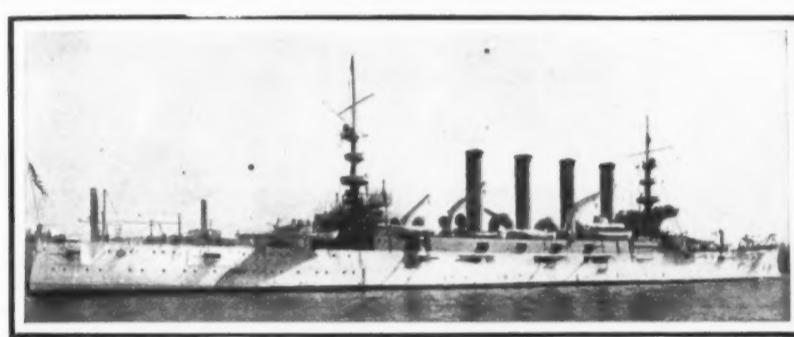
NEW AND SUPERB 14,348-TON BATTLE-SHIP "RHODE ISLAND."
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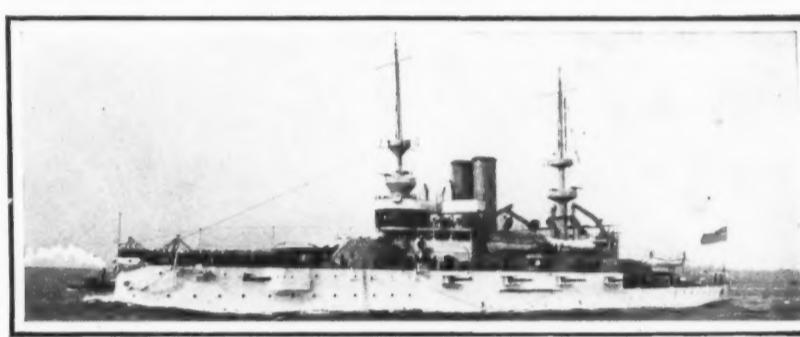
OUR LARGEST MONITOR, THE "PURITAN," 6,000 TONS.



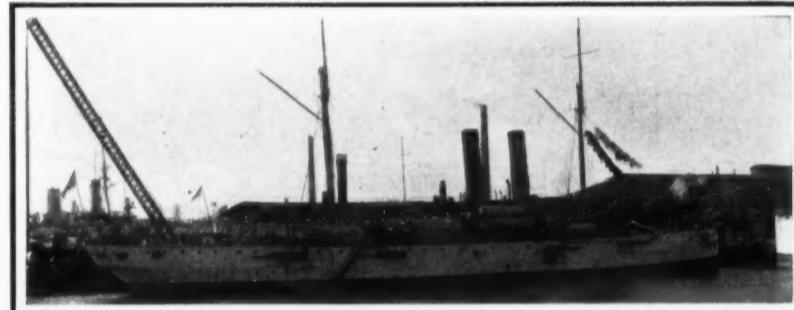
SECOND-CLASS MONITOR "FLORIDA," 3,125 TONS.—Copyright, 1903, by E. Muller.



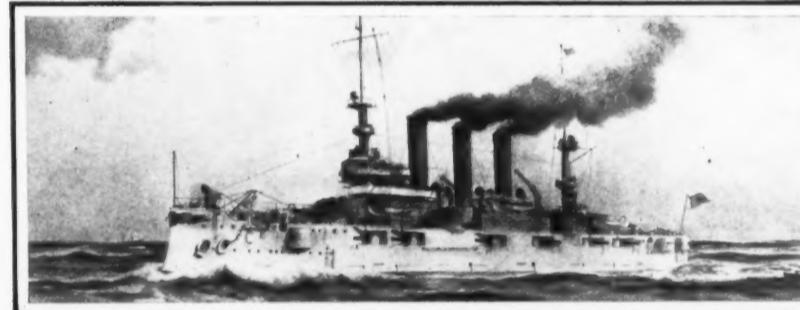
MODERN ARMORED CRUISER "WEST VIRGINIA," 13,680 TONS.



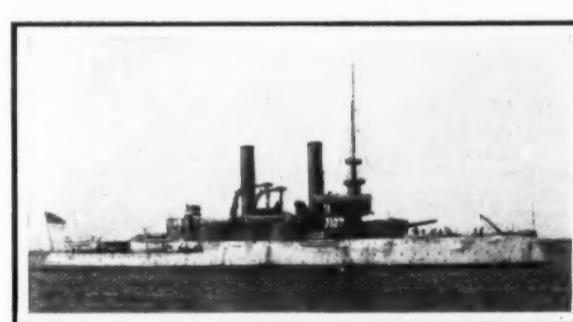
THE 11,703-TON BATTLE-SHIP "ALABAMA," FLAG-SHIP OF REAR-ADmirAL DAVIS.
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STEEL CRUISER "DENVER," UNARMORED, 8,191 TONS.



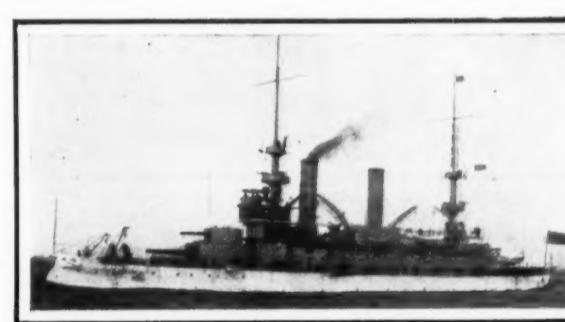
FORMIDABLE 16,000-TON BATTLE-SHIP "LOUISIANA."



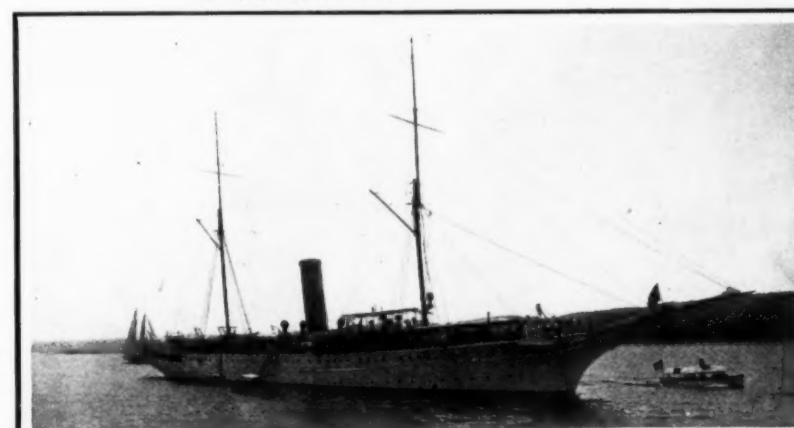
EFFICIENT 11,275-TON BATTLE-SHIP "IOWA."
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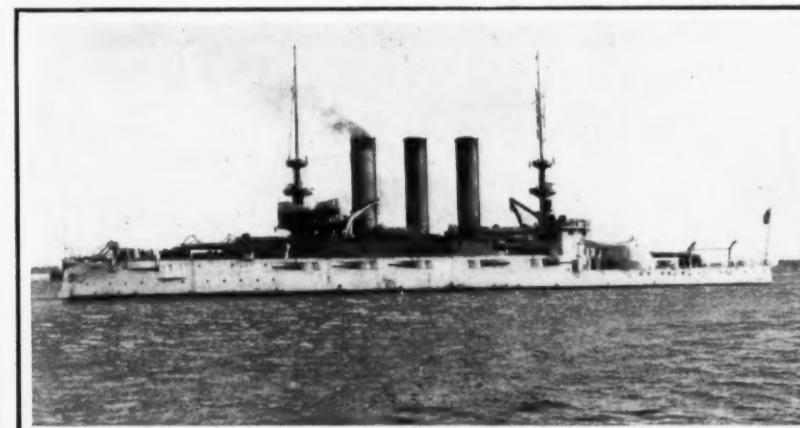
LITTLE TORPEDO-BOAT "WILKES," 165 TONS.
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FIRST-CLASS BATTLE-SHIP "KENTUCKY," 11,724 TONS.
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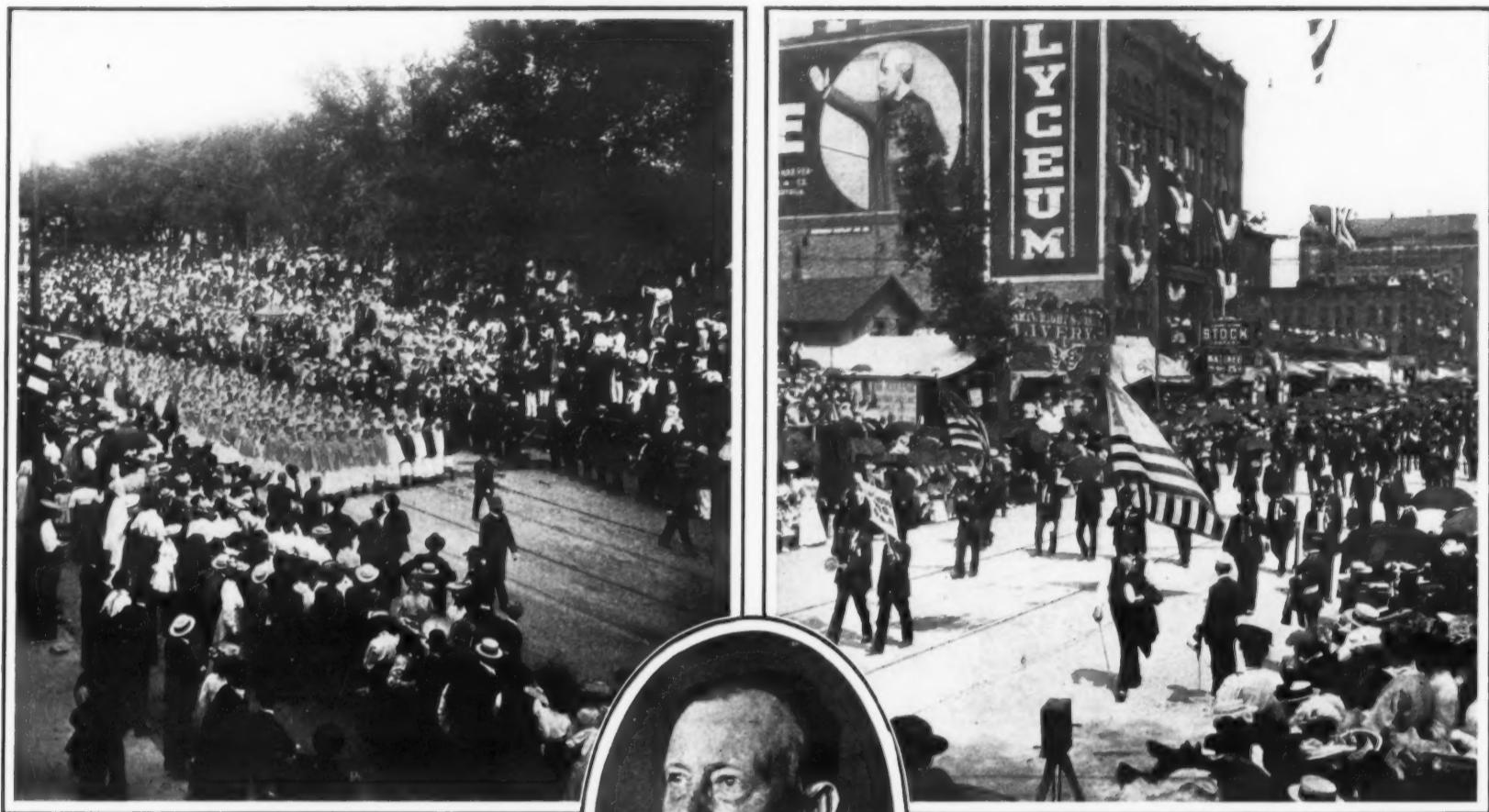
GOVERNMENT YACHT "MAYFLOWER," FROM WHICH PRESIDENT ROOSEVELT WILL REVIEW
THE FLEET.—Copyright, 1903, by E. Muller.



POWERFUL BATTLE-SHIP "MAINE," 12,248 TONS, ADMIRAL EVANS'S FLAGSHIP.
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MOST POWERFUL AMERICAN FLEET EVER ASSEMBLED.

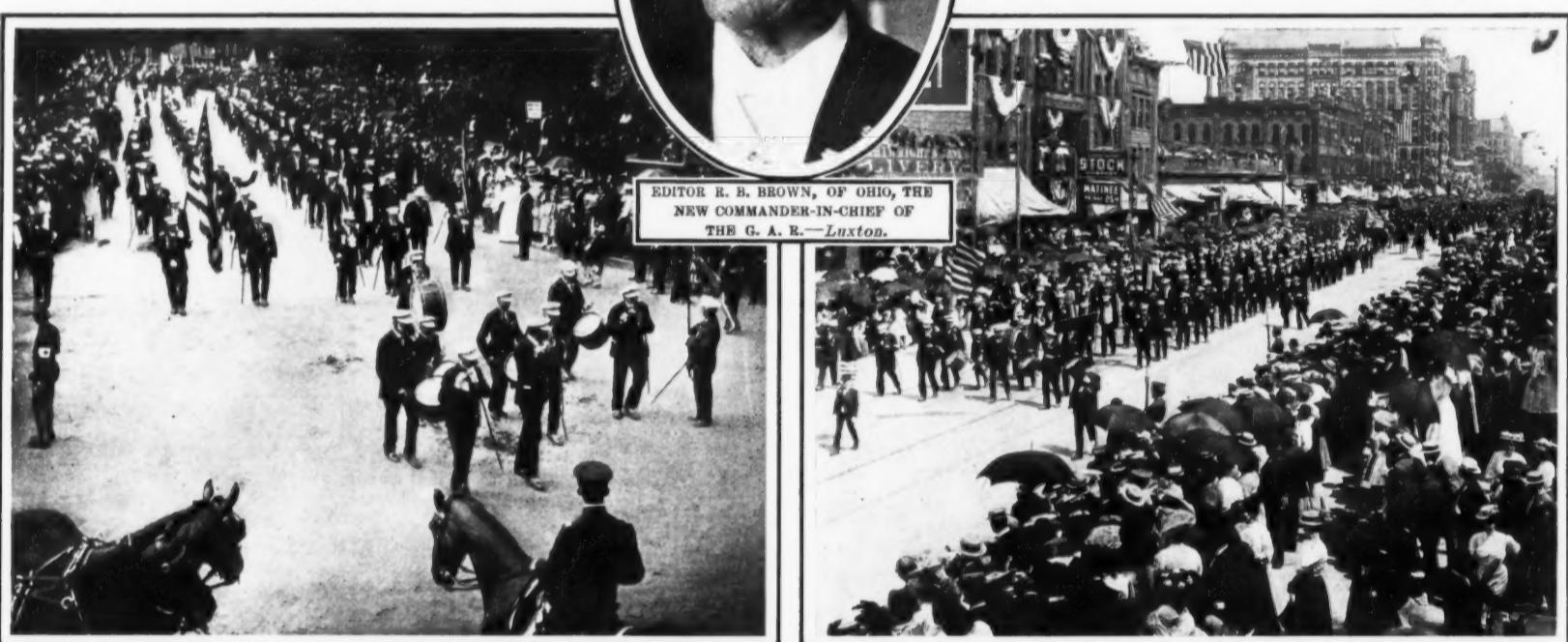
TYPES OF UNCLE SAM'S WELL-BUILT AND THOROUGHLY EQUIPPED WAR VESSELS WHICH, TO THE NUMBER OF FORTY-FIVE, PRESIDENT ROOSEVELT WILL REVIEW ON SEPTEMBER 3D, AT OYSTER BAY.—See opposite page.



HUMAN FLAG, COMPOSED OF SCHOOL-GIRLS, MARCHING IN THE G. A. R. PARADE, AND CONTINUOUSLY APPLAUDED.—McFaul.



SURVIVORS OF THE FAMOUS "IRON BRIGADE," OF WISCONSIN, ONE OF THE MOST INTERESTING FEATURES OF THE PROCESSION.—McFaul.

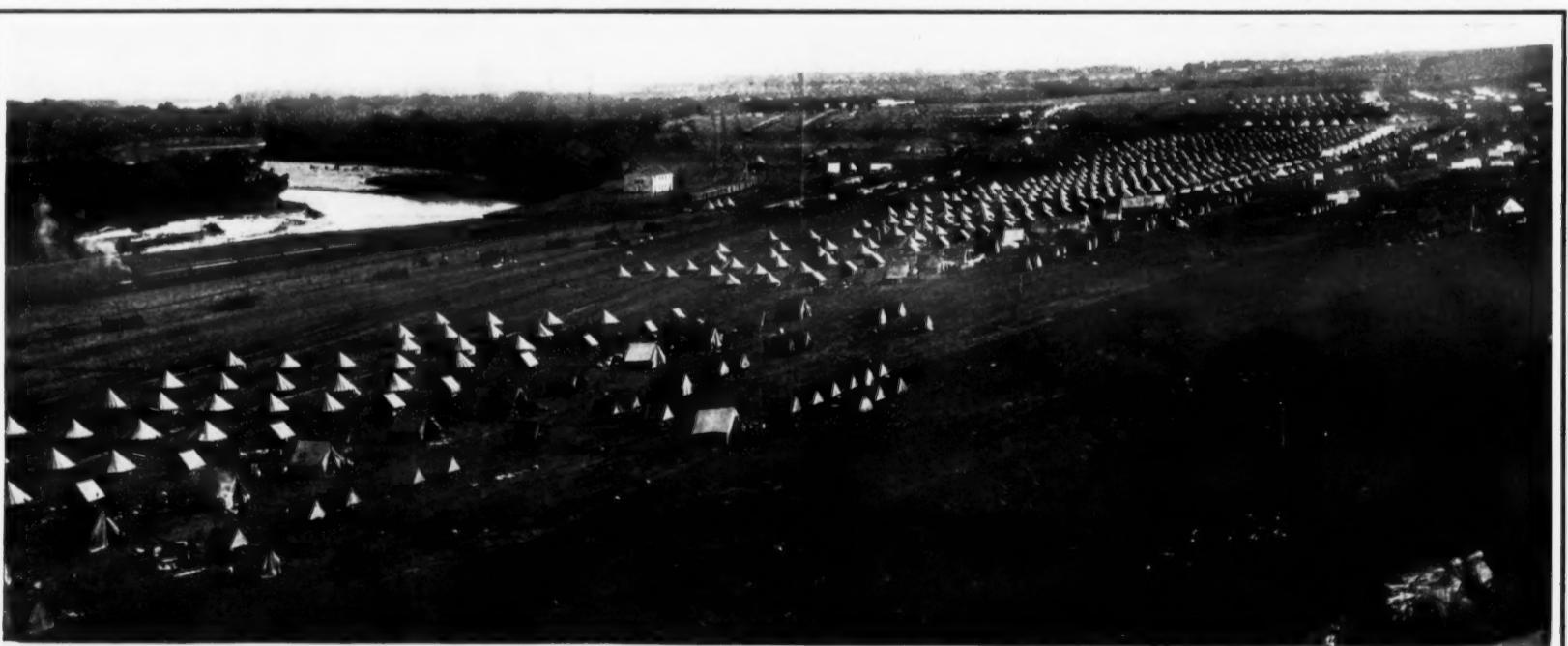


NATIONAL DRUM CORPS OF MINNEAPOLIS, FOLLOWED BY THE STURDY VETERANS FROM ILLINOIS.—Luxton.

TWENTY THOUSAND CIVIL WAR VETERANS PARADING IN PRESENCE OF THREE HUNDRED AND FIFTY THOUSAND SPECTATORS AT THE RECENT G. A. R. NATIONAL ENCAMPMENT.—Powers.

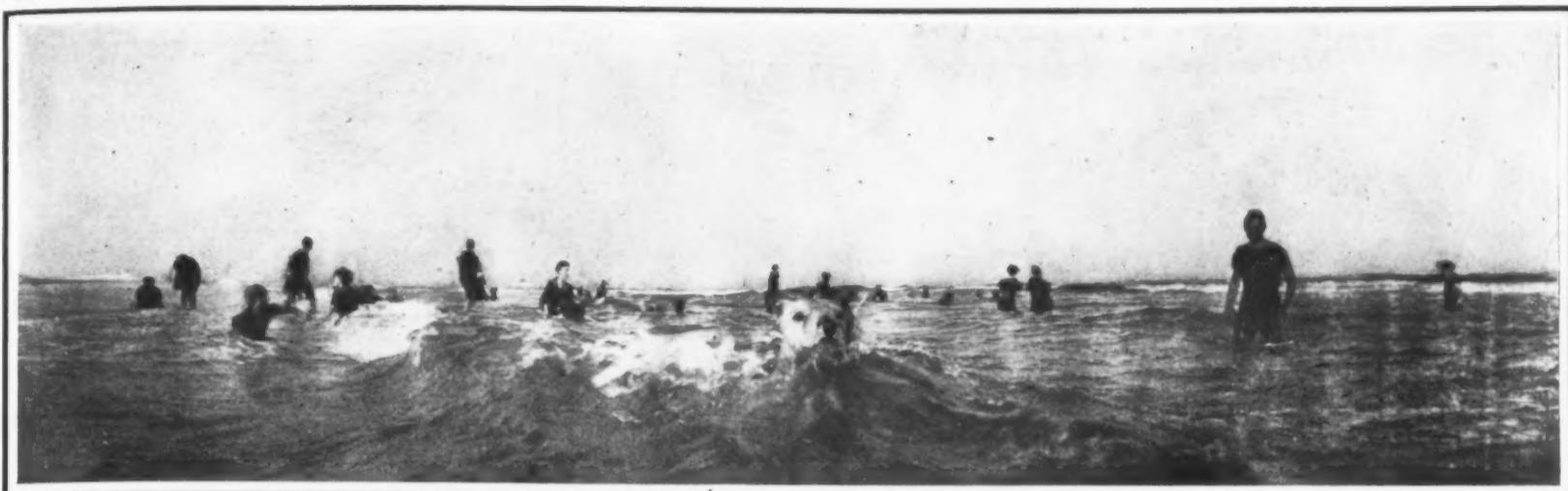
IMPOSING PARADE OF TWENTY THOUSAND CIVIL WAR VETERANS.

NOTABLE PHASES OF PERHAPS THE LAST BIG PROCESSION OF OLD UNION SOLDIERS, WHICH WAS A LEADING FEATURE OF THE RECENT G. A. R. NATIONAL ENCAMPMENT AT MINNEAPOLIS.

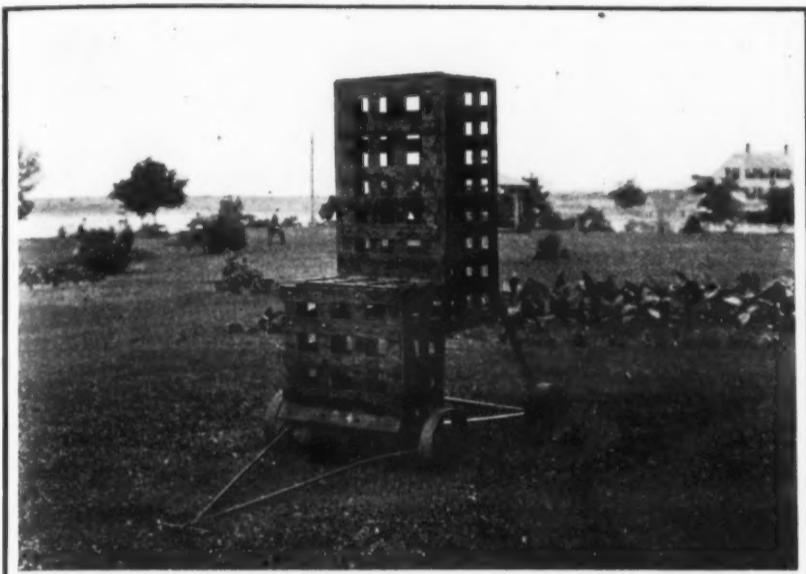


A GREAT OUTDOOR SCHOOL FOR THE NATION'S DEFENDERS.

BIG CAMP OF INSTRUCTION AT FORT RILEY, KAN., WHERE SEVEN THOUSAND REGULARS AND MILITIA ARE BUSIED IN MANEUVERS AND FIELD EXERCISES.—Photograph by C. L. Chester.



(SECOND PRIZE, \$3.) BULLDOG BATHER ENJOYING THE SURF "JUST LIKE FOLKS" AT WRIGHTSVILLE BEACH, N. C.—E. A. Speer, Georgia.



(FIRST PRIZE, \$5.) CURIOUS CHAIR-LIKE CAGE IN WHICH TRAMPS WERE FORMERLY IMPRISONED AT ROCKFORD, ME.—ITS USE ENDED THE TRAMP NUISANCE THERE.—Louis H. Schultz, Maine.



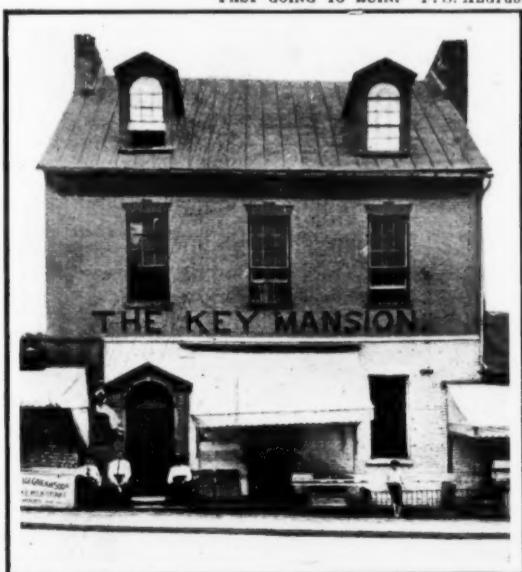
(THIRD PRIZE, \$2.) BEHIND THE SCENES AT THE CIRCUS—A GROUP OF CLOWNS WAITING FOR THEIR TURNS IN THE ARENA.—U. N. Owen, New York.



ONE OF THE OLDEST CHURCHES IN THE UNITED STATES—UNDENOMINATIONAL EDIFICE AT RICHFIELD SPRINGS, N. Y., 135 YEARS OLD, NOW NEGLECTED AND FAST GOING TO RUIN.—F. S. Andrus, New York.



AUTOMOBILE IN THE DESERT—PARTY OF TOURISTS SPEEDING ALONG THE DREARY WASTE MIDWAY BETWEEN THE MINING CAMPS OF TONOPAH AND GOLDFIELD, NEV.—Mrs. W. D. King, Pennsylvania.



KEY MANSION, BALTIMORE, WHERE LIVED THE AUTHOR OF "THE STAR-SPANGLED BANNER,"—NOW THREATENED WITH DEMOLITION.—Mrs. C. R. Miller, Maryland.



FIRST EXCAVATION (NEAR PLYMOUTH, IN 1807) EVER MADE FOR A COAL-MINE IN THE ANTHRACITE REGION OF PENNSYLVANIA, NOW HONEYCOMBED WITH COLLIERIES PRODUCING MILLIONS OF TONS PER YEAR.—Fred Clemow, Pennsylvania.

AMATEUR PHOTO PRIZE CONTEST.

MAINE WINS THE FIRST PRIZE, GEORGIA THE SECOND, AND NEW YORK THE THIRD.



The Pestilence of Beggars in Spain

By Eleanor Franklin

SPAIN HAS a population of beggars. There are so many of them that it is impossible to understand how they can make their industry lucrative; and if it were not for the crowds of tourists who have to pay them for the privilege of seeing the picturesque remains of the country's past, I don't believe they could. All southern countries are similarly beridden, I know, but I have never been in any other land where beggary assumed so many surprising disguises or so many unsightly forms. There is nothing unusual about the dirty, shrill-voiced children, the unkempt old women, and the ragged, filthy, blear-eyed men who follow one in the streets, imploring one, in the name of God, to save them from freezing or starving, or some other dire, improbable thing; but to be stopped by a well-dressed, respectable, even aristocratic-looking, person and asked for alms in terms and tones that would grace the conversation of any circle is an experience startling enough to be placed in the category of the decidedly unusual.

One morning I left my hotel in Burgos and started to drive out to the Cartuja de Miraflores, an ancient and most interesting monastery about two and a half miles from the city. I knew that it was open only at certain hours, and that I had no time to lose, but I lingered on the way just the same, stopping to take photographs of this odd corner or that fine view until a good hour had passed, and I found myself at the monastery gates just as they were being closed for the noon prayer service. They were massive old gates of solid wood, thickly studded with great nail-heads and clasped by heavy iron hinges several feet long, so when they were slammed squarely in my face there didn't seem much prospect of my getting in that day—and I was disappointed. There was a small wire running out through a little hole near the top, and, surmising that it connected with a bell somewhere on the other side, I reached up and pulled it. I was rewarded by a wee jingle-jingle in the distance behind the wall. "Oh, that's all right," I thought. "Somebody will come and let me in and then I'll be glad I was late, for I shall hear the service." I waited. Pretty soon from the beautiful old church that I was so anxious to see came the sound of male voices in a doleful chant. I reached up and pulled the little wire again, this time more vigorously, and then I tapped on the great gates with my not too massive knuckles. Suddenly somebody behind me laughed.

Now, the Cartuja is a lonely old place, ghost-ridden. It stands on a bleak hill, two miles and a half from nowhere—which is Burgos—and there is a sort of ancient dampness clinging about it that gets at one's marrow and makes one long for congenial companionship. I was alone. The carriage had stopped at some distance away, and the driver sat on the box huddled up in a heap and taking about as much interest in things as a graven image. The laugh was the conventional clacking ha! ha! of a stage bandit, and, punctuating a sepulchral silence as it did, it rather startled me. But the man didn't look like a bandit. He was a handsome *caballero*, tall and dark as a Spanish grandee of a story-book. And he was elegantly and most picturesquely costumed, with a great crimson-lined cloak thrown Hamlet-fashion across his shoulders, and when I turned upon him his broad-brimmed, soft hat was in his hand and he was bowing before me with all the grace that is supposed to belong to the sort of person he seemed to be.

"Pardon, madam," he said. "I smiled at madam's tiny effort to force open the great gateway of Miraflores. At this hour it would not open to the King himself."

This was not true. He "smiled" to attract my attention, and he succeeded. I asked if there was no hope of getting into the monastery, and he said no, not until the service was over.

"And how long will that be?"

"A few moments, perhaps. Madam had better wait."

I backed myself up against the big gateway and decided to take his advice. I didn't like his company, but I wanted to see the Cartuja, and knowing that my driver was not as inanimate as he looked, I felt safe enough. The handsome, brilliant-eyed fellow sat down upon a well-worn stone bench by the gate-side and began to talk to me. This was all right, of course. According to Spanish ideas, silence on his part would have been most unmannerly. I decided that he was not of Burgos, but of the Basque provinces, up on the other side of the Pyrenees, because he spoke French perfectly. He asked me all sorts of questions—who I was; where I was going; where I had been; how I liked Spain; if my father was a very rich American; if I thought he could soon make a fortune in America, and finally—how old I was, and if I were married! I answered him, and then sought to bring him closer home by asking him questions about Spain, about Burgos, about the very Cartuja we were waiting to enter, until all at once I found him becoming the most interesting person I had met in a long time. He knew everything. And, better than that, he seemed to know just the sort of thing I wanted to know most.

He told me folk-stories about the places I had seen, such stories as one doesn't read in guide-books or many books of travel, and the minutes passed like seconds,

and an hour and a half was gone before I thought of wondering again when I could get into the monastery. The driver got down once and crept over to listen, but not understanding the language we were speaking, he crept back again and went to sleep. Finally the bell in the open tower announced the close of the service, and a moment later a white-robed and white-hooded monk came to answer the ring that I had not thought of repeating. I suppose they are used to having people wait hours on end for admittance at these gates. The picturesque stranger followed me into the place and acted as my guide, getting permission from the priest to take me into all sorts of odd corners that I should never have seen without him, and when we came out I felt that I could not express my gratitude. I thought he was really one of the most courteous and delightful persons I had ever come across. I got into my carriage, and was just about to say good-bye and drive away, when a sudden and most astonishing change came over him, and he exclaimed, with the unmistakable drawl of the professional Spanish mendicant, "Ah, but madam, madam, you will not go like this! You will not go without leaving a poor man something for a meal or a night's shelter!"

Wouldn't that astonish you? I would no more have thought of tipping him than I would think of tipping the Lord Mayor of London for doing the honors of the Mansion House; but instantly I knew him for what he was—a common beggar; and I knew, too, that his crimson-lined coat and general air of prosperity and refinement got him *pesetas*, where his ragged and blear-eyed brother got only *centimos* of the lowest denomination. But Spain is full of this kind. It is the most astounding thing in the world, and can be explained only by the fact that to them it is not a disgrace; that in Spain there is no stigma attached to pauperism.

Most all of the picturesque Spanish beggars are down in Andalusia and Valencia, where the sun sometimes shines with a yellow glow, where the mountain slopes are covered with olive groves, and where the fields are waving oceans of poppies and daisies. Here they become a part of the very landscape, and fitter inhabitants for some of the cacti-covered deserts could hardly be imagined. A drive around the strange old city of Granada, for instance, means little beside an inspection of the various quarters where they have their squalid habitations, and the rather amusing experience of running the gamut of their tearful importunities. There are no bona-fide beggars in the Alhambra, because the uniformed, but unsalaried, guides know too well how to protect their own interests. They are at the gates, however, and spread out over the surrounding hills in droves of hundreds. They are gypsies, most of them, and they have the art of piteous entreaty down to the perfection that cannot be acquired in one life, but is a heritage, age-old, carefully cultivated through many generations.

All the roads leading to the Alhambra gates seem to be given up to young girls, who deck themselves out in gypsy finery and seek to attract the attention of passing visitors by a series of strange gyrations known as gypsy dancing. These girls are young *gitanas*, and since they are one of the "sights" of Granada, they are interesting enough until one has seen too much of them. At first one cannot help but notice them. One likes to stop in the shade of the great park trees to watch their picturesque movements, and to listen to the strange rhythmic chant, or the lively fandango upon a guitar, with which they accompany themselves. One tosses a coin to them and goes on quite satisfied. But it is a bad beginning. In an instant there is a perfect swarm of them around. They recognize the entire stranger, and from that moment his life becomes a burden, and Granada anything but a joy. There is no refuge save within the walls of the Alhambra, and, since this is a place where one may not stay after certain hours, there is every possibility of serious trouble unless one possesses the power of walking through a howling, pushing, kicking mob with complete imperturbability, seeing nothing and hearing nothing. This is known as the ignoring process, and it is sometimes slightly successful.

Everybody knows that the Alhambra is perched upon a long, narrow hill in the shadow of glorious snow-crowned *sierras*. In the valley below lies Granada, all glinting white, with irregular red-tiled roofs and tiny diamond-paned windows catching the reflection of the sun in patches of yellow fire. And across on the other side is Albaicin, the gypsy suburb. This is a place to which one may never go alone, and in which the largest party is always accompanied by a howling mob of beggars. From a ruined church on the summit of the hill one gets the very finest view of the Alhambra, so the expedition becomes a necessity to the conscientious traveler. And the beggars are by no means a secondary attraction. Along the brow of the hill they have, centuries since, made themselves cave-dwellings, and here they live the tribe life that is dear to them, obeying the laws of their "king" and practicing the arts that seem most pleasing to the visitors that file in and out of the wonderful old Alhambra from one year's end to another. When these travelers come to the gypsy village they must drive along the narrow roadway before the doors of the cave-

dwellings, and there is nothing on the other side but a precipitous cliff, below which lies the smiling, droning, indifferent old Moorish city; and such bodily harm could hardly come to one in broad daylight, it is not a nice situation for that person to contemplate who has dared to venture here without the coins that are recognized to be due to the "king" for the entertainment afforded by the bizarre picturesqueness of his mendicant tribe.

I would not give an impression that beggary in Spain seemed to me to be localized, peculiar to any particular section of the country or to any special kind of Spaniard. It is the most apparently general thing in the kingdom. It is never to be escaped, and it presents itself in every imaginable guise. One may not walk on any street without being molested, and often by as fine-looking specimens as was my intelligent *caballero* of the Cartuja de Miraflores. And they do not stop at accosting one upon the streets. They follow one into shops, into cafés, even into one's hotel, and it is quite impossible, oftentimes, to enjoy a church, a fine building, or a beautiful view because of their number and their noisy entreaties. Then there is a lot of awful disease and unspeakable deformity that thrusts itself under the public gaze, making life miserable for those who unhappily are possessed of nerves too easily unstrung. Even the railway stations are freely opened to beggary, and every passing train is boarded or bombarded. Indeed, railway stations are a favorite hunting ground, especially in Andalusia, and one of the sounds peculiar to them, in addition to the cries of the porters and the trainmen, is the "Por Dios, signor! Por Dios, signora!" (For the love of God), from the swarm of grotesque humanity moving wildly about the platforms.

The authorities seem never to have attempted to change this awful state of affairs, and, so far as I can learn, there is not a law existing for the regulation of pauperism in any way. But perhaps there are some very new laws and they have not yet had time to accomplish much in the way of reform. In any case, their administrators will have to be patient and long-suffering, because there is a whole nation to reform, and new paths must be found for the thousands who have descended through generations of slothful dependence to this miserable level that to the least of Anglo-Saxons would mean irremediable disgrace. I purposely have not gone into the deep, underlying causes of it all because they do not apply to Spain alone. Much the same condition exists in all Latin countries—perhaps it would be better to say in all Roman Catholic countries—and the only permanent relief lies in general education. There are persons who will tell one just how great a fortune Spain spends every year upon church entertainments and spectacular religious pageants, and how small a pittance she spends upon the education of her benighted and superstitious millions; but the appalling difference in these figures makes one afraid to quote them, makes one doubt their accuracy, makes one feel assured that under the new and happily modern régime changes must be wrought that will speedily put such a shameful and needless record of pauperism away back among the annals of the long ago, where it belongs.

A Common-sense Decision.

JUDGE CHASE, of the New York Court of Appeals, has written an opinion in a labor-union case which will help to clear the air, so far as New York State is concerned, in cases affecting the contract rights of employers and employés. The point under consideration by the court was that of the constitutionality of the State law of 1887, forbidding an employer to enter into an agreement with an employé, binding the latter not to join a labor organization. Judge Chase holds that the law in question is in contravention of the freedom of contract guaranteed to every citizen by the Federal and State constitutions, and cannot be sustained. In the language of the court, "the freedom to contract should be untrammelled; a person desiring employment ought not to be required to abstain from joining any labor organization, nor should he be compelled to join a labor organization. One requirement is as pernicious as the other." No labor-unionist ought to find fault with this decision. It is only a common-sense interpretation of the question, and as sound in morals as it is in law.

For Baby Rashes,

ITCHINGS AND CHAFINGS, CUTICURA SOAP AND OINTMENT ARE WORTH THEIR WEIGHT IN GOLD.

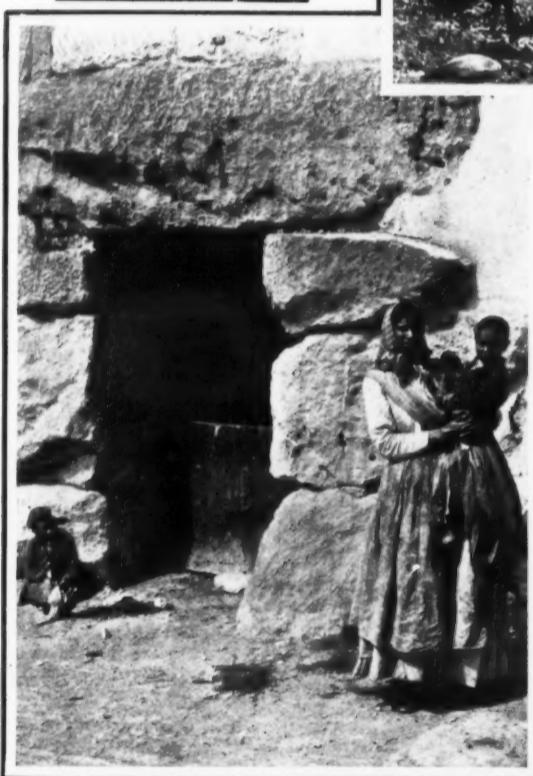
The suffering which Cuticura Soap and Ointment have alleviated among the young, and the comfort they have afforded worn-out and worried parents, have led to their adoption in countless homes as priceless curatives for the skin and scalp. Infantile and birth humors, milk-crust, scaled head, eczemas, rashes, itchings, chafings, and every form of itching, scaly, pimply skin and scalp humors, with loss of hair, are speedily, permanently, and economically cured when all other remedies suitable for children, and even the best physicians, fail.



COMMON SCENE IN ALBAICIN, GRANADA'S PICTURESQUE AND CURIOUS GYPSY QUARTER.



WATER-BOYS OF GRANADA, WHO ADD BEGGING TO THEIR RESPECTABLE INDUSTRY.



PROFESSIONAL SPANISH BEGGARS—ONE GROUP OUT OF HUNDREDS OF THOUSANDS OF THE KIND.



ANCIENT GYPSY OF GRANADA, WHO BEGAN LIFE AS A DANCING-GIRL ON THE STREETS OF THE OLD CITY.



THE SORT OF STREET IN GRANADA WHERE ONE IS ALWAYS FOLLOWED BY A MOB OF BEGGARS.



CACTI AND BEGGARS, THE MOST CONSPICUOUS PRODUCTS OF PORTIONS OF GRANADA.



CAVE DWELLINGS OF THE GYPSIES OF GRANADA, AND A CARRIAGE LOAD OF VISITING AMERICANS BESET BY MENDICANTS.

A PLAGUE OF MENDICANCY THE CURSE OF SLOTHFUL SPAIN.

TYPES OF THE MOB OF BEGGARS THAT EVERYWHERE BESIEGE THE TOURIST, AND CURIOUS CAVE DWELLINGS AND OTHER HAUNTS OF THE MENDICANT CLASS.—*Photographs from Eleanor Franklin. See opposite page.*

A Trip along the Trail to the Golden Klondike

By Mrs. C. R. Miller

WHEN GOLD was found in California in 1849 a stampede occurred, yet during three years not more than one hundred thousand miners reached the gold fields. Seventy thousand men went to Australia shortly after the precious metal was discovered there, and fifty thousand newcomers is the record for a year in the mining camps of South Africa. These rushes are insignificant as compared with the Klondike stampede of 1898, when it is estimated that more than one hundred and fifty thousand persons braved the perils of ocean and mountain in their mad search for gold in the region of the Arctic Circle. At least one hundred thousand of these treasure hunters went in over the trail, while the other fifty thousand went up the Yukon from Saint Michael after stormy voyages on the North Pacific. They were of every nationality and vocation, and came across continents and over the seas from the antipodes to join in the grand stampede which eclipsed anything the world has ever known in connection with mining.

Many of the "rushers" knew absolutely nothing of hard labor and were totally unfit for mining life in Alaska, and a still larger number had no idea of what was required. It is, therefore, not surprising that thousands, disheartened by hardships and unsuccessful in finding "color," drifted back to the States, while hundreds of others engaged in various business enterprises throughout Alaska and the Yukon. The trail over which the argonauts traveled is almost obliterated from lack of use, yet several interesting points along its path can be seen from the car windows of Alaska's pioneer railroad, which winds its way among the mountains near the Old White Pass trail. Hundreds of men still walk "in" from Skagway, but as stepping from tie to tie is far easier than climbing over rocks, the railroad instead of the trail has become the popular thoroughfare for "mushers." They usually complete the journey of one hundred and twelve miles in three days by carrying their own supplies and camping beside the tracks at night.

The trains running over this railroad are a combination of passenger and freight, and the one on which I made the trip from Skagway to White Horse was composed of three engines, two old-fashioned day coaches, and twenty-eight freight cars filled with food supplies, live-stock, mining machinery, and mail. The passenger cars were in the rear, and against the advice of the conductor I determined to ride on the back platform, which was not inclosed. An old Klondiker was my companion and he quieted the trainman's fears as to accident by promising that we would "hold on" and make no attempt to move about while the train was in motion. Stations are numerous along the road, and as the starting or stopping of a long train without shaking up the passengers tries the skill of the most expert engineer, we received several severe jolts.

After crossing the Skagway River twice the train

began to climb, and for several hours we looked upon a landscape which was wonderfully beautiful. The mountain sides were seamed with tiny glaciers, glistening in the sunlight like so many silver ribbons; streams leaped over giant boulders and, uniting with others, became mighty torrents. Mile after mile of the widest grandeur glided by like a continuous panorama. Gazing on that scene I tried to imagine what this northland must have been before man's coming, when the mastodon roamed about the glacial hills, but the man at my side broke the reverie. "Down there," he said, pointing to a few deserted cabins in the valley, "is all that is left of Old White Pass city, that once had a thousand inhabitants." A few miles farther on he called attention to "Dead Horse Trail," a narrow path along a deep ravine. "I had to shoot my horse there when I came over the trail in '98," he said. "I had no feed for him, and I could not leave the poor animal to starve among the rocks. Others did the same thing, and at one time the stench from dead horses became so great that the residents of Skagway held a meeting in reference to it."

The ascent of the train continued, and at Inspiration Point we caught the last glimpse of the Pacific Ocean many miles away. Just after we ran across the steel cantilever bridge which spans a canyon more than two hundred feet deep, we were startled by the sudden appearance of a hand on the platform rail, and an instant later a pale-faced boy swung himself on to the car steps.

"You shouldn't have tried it," said the Klondiker, as he grasped the newcomer's arm. "A misstep would have meant your death."

Below us yawned the deep canyon. The boy, who was still in his teens, had a pack which weighed at least a hundred pounds strapped on his back, and in his hand he carried a small kodak. He sat on the steps panting from exhaustion.

"I was so tired, and the pack was so heavy," he said. "My partner jumped a freight and I had to take chances. I didn't know that it cost so much to get 'in,' and I must reach Fairbanks." And he leaned his head wearily against the car.

Fifteen minutes later, when the conductor opened the door to see if we were still there, the Klondiker was unconcernedly smoking his pipe, and I stood close beside him looking into the finder of the camera, and somehow the platform steps were completely hidden from view. So the boy rode to the summit, where the stars and stripes and the Union Jack fly side by side and mark the boundary line of the United States and British territory.

As the train came to a stop we heard a peculiar whistle. "That's my pard," said the boy. "It means get off," and he stepped down from the car with a smiling good-bye and started away to join his comrade. He was not a tramp stealing a ride; he was only

one of the unfortunates who had been led to believe that Alaska is the poor man's paradise.

Near Summit station there is a picturesque lake which bears the same name, and is a sort of divide for the waters which, flowing south, empty into the Pacific, and, flowing north, pass through the mighty Yukon, across the Arctic Circle, to mingle with the waters of Bering Sea, two thousand miles away. Log Cabin station, which during the rush days was the headquarters of the Canadian customs officials, was soon passed, and Lake Bennett—named in honor of James Gordon Bennett—was reached during the early afternoon. At this point the thousands of argonauts built and launched their boats to begin the perilous water trip to Dawson. The lake is thirty-four miles long and from one to two in width. Its sides are hemmed by rugged hills standing out with ghost-like whiteness, and from which fierce winds sweep down across its basin. There is little at present around Bennett station to remind one of the busy days of 1898. "My first partner is buried on the shore of this lake," said the Klondiker, sadly. "Poor fellow! the hardships we encountered on the trail were too much for him, and he contracted pneumonia. It was terribly cold when he died, and some of the lumber we used for his coffin he had helped to saw for the purpose of building our boat. His was not the only grave sunk in the icy soil without a minister to tell of the hopes of resurrection."

At Caribou Crossing we found a large number of "mushers" building boats and preparing to go into the newly opened Windy Ann country. If one wishes to see the famous White Horse Rapids, they are to be found within a mile and a half of the town bearing that name. The trail to them leads through a strip of woods past a part of the old tramway. The rapids are full of ugly boulders and have a sheer fall of nine feet, and it is little wonder that they became a terror to the gold seeker. I am told by people who have shot these rapids that the sensation is like "shooting the shoots," except that in shooting the rapids you are not quite certain where you will land or whether you will land at all. The railroad, however, has made the trip through these turbulent waters unnecessary. A few days ago a young man told me that he made one hundred dollars a day piloting boats through the White Horse Rapids, in 1898, and added that he only worked three days.

"Why didn't you continue at such lucrative employment?" I asked.

"Well, after all," he answered, "there wasn't much in it. I had to pay twelve dollars a dozen for eggs and accordingly for everything else, so I concluded to push on to the diggings. But I didn't strike it rich like Bill Stanley, who took out \$115,000 and left millions more behind. I played the piano in a Dawson dance-hall for twenty-five dollars a night until I could raise money enough to return to the States."



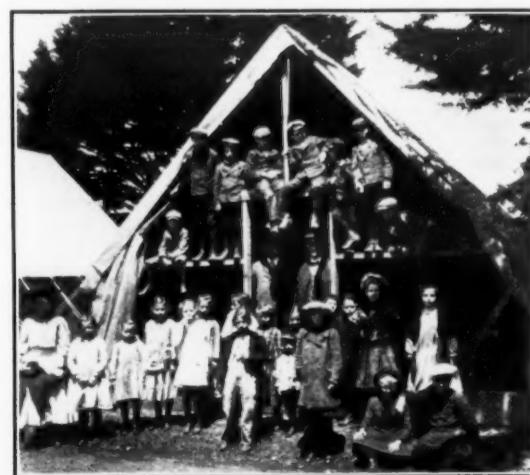
CHORUS OF CHILDREN IN GOLDEN GATE PARK, JULY 4TH—MISS ESTELLE CARPENTER, SUPERVISOR OF MUSIC, DIRECTING FROM THE BENCH; ALFRED RONCOVIERI, SUPERINTENDENT OF SCHOOLS, IN THE LEFT FOREGROUND.

No School-houses Left in San Francisco.

SAN FRANCISCO is confronted with a serious problem in the maintenance of the city's school system. Thirty-four school buildings were burned after the earthquake of April 18th, and more than four hundred teachers and twenty thousand children are without class-rooms. So great are the demands upon the public purse that, unless outside aid is furnished, the rebuilding of the schools must be delayed indefinitely.

When the schools of Galveston were destroyed in the great storm of 1900, they were rebuilt and maintained by voluntary contributions from the school children of the United States. The Galveston superintendent of schools, while the fire was raging, telegraphed the wish of the children of that city to aid their fellow-pupils in San Francisco, and the offer was accepted. Many other subscriptions have been received, and a school reconstruction committee, of which Mayor E. E. Schmitz is chairman, and among whose members are the president of the board of education and the superintendent of schools, has been appointed and empowered to receive funds. The cost of rebuilding will be about \$6,000,000.

During the summer schools have been conducted in



ONE OF THE TENT SCHOOLS IN GOLDEN GATE PARK, SAN FRANCISCO—20,000 CHILDREN ARE RECEIVING INSTRUCTION IN SUCH TEMPORARY SHELTERS.

tents, furnished by the United States military authorities, in Golden Gate Park. Soldiers act as truant officers, and a drill-sergeant puts the boys through setting-up exercises. Swimming lessons are given in Stow Lake. These open-air sessions are pleasant enough in summer, but when the winter comes, with its cold winds and rains, the children must be better sheltered in temporary structures, and meanwhile the building of permanent school-houses must be hastened.

Subscriptions throughout the country are solicited, and the committee will furnish all necessary information, such as plans for raising money in schools, cities, counties, or States. All communications should be addressed to the school reconstruction committee, Emerson School Building, Pine and Scott streets, San Francisco.

Unsweetened Condensed Milk.

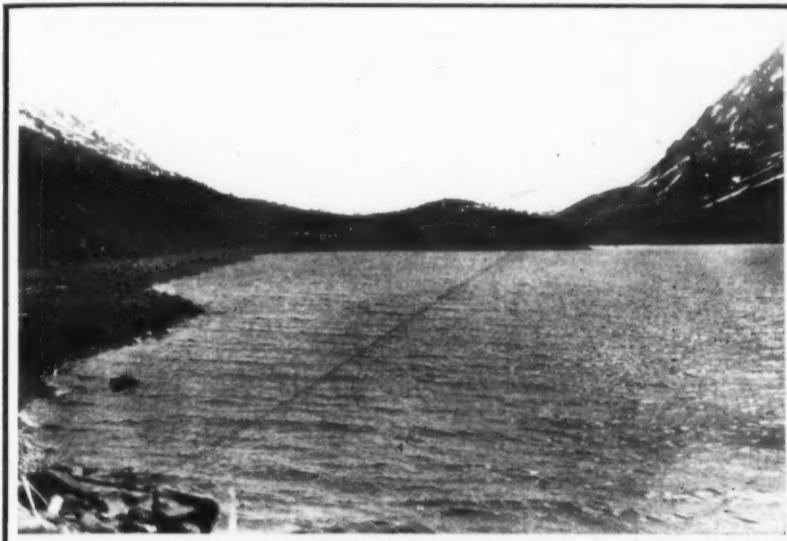
PEERLESS Brand Evaporated-Cream is ideal milk, collected under perfect sanitary conditions, condensed in vacuo to the consistency of cream, preserved by sterilization only. Suitable for any modification and adapted to all purposes where milk or cream is required.



SUMMIT OF WHITE PASS—THE BOUNDARY BETWEEN THE UNITED STATES AND YUKON TERRITORY—AMERICAN FLAG AT LEFT CENTRE, BRITISH FLAG IN CENTRE.



PARTY OF "MUSHERS" (TRAVELERS WHOSE SCANT MEANS COMPEL THEM TO WALK) CAMPING BESIDE THE RAILROAD AND PREPARING A MEAGRE MEAL.



PICTURESQUE LAKE BENNETT, NAMED AFTER JAMES GORDON BENNETT OF NEW YORK "HERALD," ON WHOSE WATERS 100,000 GOLD-SEEKERS SAILED IN SMALL BOATS.



SUMMIT LAKE, A DIVIDE FOR THE WATERS FLOWING IN DIFFERENT DIRECTIONS—THERE IS MUCH ICE ON THIS LAKE IN JUNE.



FAMOUS WHITE HORSE RAPIDS, THROUGH WHICH 100,000 ARGONAUTS PASSED DURING THE BIG RUSH TO THE KLONDIKE.



"MUSHERS" LUNCHING AT CARIBOU AND BUILDING BOATS FOR A TRIP TO THE WINDY ANN COUNTRY.



OLD TRAMWAY NEAR WHITE HORSE, OVER WHICH THOUSANDS OF TONS OF SUPPLIES WERE SENT TO THE GOLD FIELDS.



SITE OF THE OLD CUSTOM HOUSE, WHERE TENS OF THOUSANDS OF MEN PAID DUTY TO THE CANADIAN GOVERNMENT.



IMPROVISED SHELTER FROM THE WIND BUILT OF SPRUCE BY TRAVELERS ALONG THE TRAIL.

THE LONG AND ARDUOUS WAY TO THE ARCTIC LAND OF GOLD.

PICTURESQUE SCENERY, NOTED SPOTS, AND CURIOUS CHARACTERS TO BE SEEN ALONG THE TRAIL TO THE GOLD CAMPS OF THE KLONDIKE.—*Photographs by Mrs. C. R. Miller. See opposite page.*



The Crime of the Nude



By Anthony Comstock

THE NUDE, as uncovered by so-called art, is a web which has enmeshed many a youth to his or her ruin. At its best it has a tendency to suggest to the minds of the young and inexperienced thoughts of an impure and libidinous character. One important fact, to be considered in this connection, is that, out of the 3,727,363 youths twenty-one years of age or under in this country, as officially enrolled in the last census, a large percentage have inherited weaknesses and tendencies to wrongdoing—appetites for intemperance and sensuality. In the heart of every child there is a chamber of imagery which the spirit of evil seeks to decorate with defilement. The minds of many children are open to degrading influences. Every civilized nation has jealously safeguarded the morals of the young. Public health and public morals are twin interests of the highest importance.

The Supreme Court of the United States, in discussing the police power of the State, has repeatedly emphasized the importance of morals. In one celebrated case, it said: "No Legislature can bargain away the public health or the public morals. The people themselves cannot do it, much less their servants. The supervision of both of these species of governmental power is continuing in its nature, and they are to be dealt with as the exigencies of the moment may require. Government is organized with a view to their preservation and cannot divest itself of the power to provide for them." (11 Otto 816.) In another case involving the sale of beer, this same high court says: "If the public safety or the public morals require the discontinuance of any manufacture or traffic, the Legislature may provide for its discontinuance, notwithstanding individuals or corporations may thereby suffer in obedience." Again, in discussing the constitutional rights of life, liberty, and property, this same court says: "And it has never been regarded as incompatible with the principle, equally vital, because essential to the peace and safety of society, that all property in this country is held under the implied obligation that the owner's use of it shall not be injurious to the community." (97 W. & R. 33.)

The recent snortings of contempt by "artists," "poets," and writers of sensational and false attacks in the daily papers prove the ignorance of our opponents, demonstrate the weakness of their case, proclaim their utter disregard for morals, and their total lack of that high and refined chivalry which strikes down the hand that would denude the sacred form of woman, and the still more sacred form of young girls, and then place them upon the public streets to be gazed at by those who simply gloat over them to their own debasement. The nude in art lowers the standard of respect for woman, and tempts young men to vicious and baneful secret practices.

In the Garden of Eden, after Adam's fall, "the human form divine" clothed its nakedness, and since then there have existed emotions of modesty and shame. Pagan painters and sculptors, who disregarded these principles, debased the communities in which they lived by their evil inventions. Ephesus was a centre of art during the most refined period of Grecian art, and yet was a city of base immorality. In Pompeii and Herculaneum Roman art prevailed. Recent excavations made by the explorer's spade have resurrected evidences of the utter debasement of the people of the buried cities. The painters and sculptors of those cities have recorded the standard of immorality which brought down fire and brimstone from heaven to blot out the cities. The pages of history are stained by the orgies of Sodom and Gomorrah. They gloried in their shame until the judgments of God blotted them out of existence. Wherever artists have been allowed to place their degraded conceptions of woman's form upon canvas, and intrude them before the masses, the morals of the people have gone down, cursing the community.

The sneering abuse and libels of my opponents may meet with the approval of those who gloat over the immorality of so-called art, but they cannot detract from the proper enforcement of law in the interest of public morals. They may "worship the creature more than the Creator," but they may not become a law unto themselves. They may howl and roar with contempt at law, morals, and the agency that enforces the law in the interest of morals. Sir Caspar Purdon Clarke may snort and sneer at the enforcement of law in the interest of public morals in this country. If he will consult the records of the higher courts in England he will find that the very principle which governed our action in the Art Students' League case was established by the lord chief justice and a full bench in the Queen's Court, England, in 1867. Says that court: "What can be more obscene than many pictures, publicly exhibited, as the Venus in the Dulwich Gallery? It does not follow that because such

a picture is exhibited in a public gallery, photographs of it might be sold in the streets with impunity."

But we must go back to the King's Bench in 1726 for the pure and unadulterated common law of Great Britain and the United States. One *Curl* was presented for an obscene libel. His solicitor claimed on his behalf that it was a case which the ecclesiastical court had exclusive jurisdiction of. The court adjourned the case for consideration, and on the following day laid down what Blackstone says has ever since ruled the common-law courts of Great Britain and America, to wit: "Peace includes good order and government. And that peace may be broken without any act of violence: I., if it be against the constitution and civil government; II., if against religion; III., if against morality." The Supreme Court of Pennsylvania in 1815 affirmed this principle, in a case where one *Sharpless* and others were indicted for showing an obscene painting. It said: "A picture tends to excite lust as strongly as a writing, and the showing of a picture is as much a publication as the selling of a book. * * * No man is permitted to corrupt the morals of the people. Secret poison cannot be thus disseminated."

In 1870, one *Landis* was convicted of selling a so-called medical work. The jury were instructed by the presiding judge, "That it did not matter whether the things published in the book were true, and in conformity with nature and the laws of our being, or not. If they were unfit to be published, and tended to inflame improper and lewd passions, it was an obscene libel. * * * That even scientific and medical publications containing illustrations exhibiting the human form, if wantonly exposed in the open markets * * * would, if tending to excite lewd desires, be held to be obscene libels."

This charge was upon appeal after conviction affirmed by the Supreme Court of Pennsylvania. By way of illustration the Supreme Court said that "before a medical class, for the purpose of instruction, it might be necessary and proper and consonant with decency and modesty to expose the human body for exhibition of disease, or for the purpose of operation; but if the same human body were exposed in front of one of our medical colleges to the public indiscriminately, even for the purpose of operation, such an exhibition would be held to be indecent and obscene." This is the same principle as was applied by the Queen's Bench in 1867, as quoted hereinbefore. This is the basis upon which the Art Students' League was dealt with.

Section 317 penal code makes it a misdemeanor to sell, lend, give away or show, offer to sell, lend, give away or show, or have in possession for any such purpose, any "obscene, lewd, lascivious, indecent, filthy, or disgusting book, picture, paper, or print." Section 320 penal code makes it mandatory that a search warrant be issued to seize all such matters. Parents complained to our office, denouncing the Art Students' League for sending to their children, and into their homes in such manner as was liable to reach their children, its vile pamphlets. An investigation was made. We found these foul matters being given away and scattered indiscriminately. These pamphlets contained several pictures which, in the cheap form in which they were gotten up, were a libel on art. One page contained three figures of male persons and another of a young woman expressly exposing what law, morals, decency, and modesty forbid to be shown. We found upward of a thousand envelopes, each containing one of these pamphlets, addressed, ready to be stamped and mailed. A large percentage of these were addressed to unmarried girls, as "Miss" —. The Court of Appeals, by a unanimous decision, has settled the law in this State. It said, in a case where nine works of art were involved: "The law makes the sale of an obscene or indecent picture a misdemeanor. There is no exception by reason of any special intent in making the sale." Again it says, in the same case: "It would, we conceive, be no answer to an indictment for the sale of an indecent picture, that it was sold to a person not liable to be injured by it, or that it was from the standpoint of execution of distinguished merit." (96 N. Y. People vs. Muller.)

On the trial of this case, the artists, art-dealers, and publishers, backed by the attacks of the press, united to defend their "nude in art" pictures. Mr. Justice Daly, presiding, charged the jury as follows: "If its effect is to excite improper emotions and inward thoughts; if it suggest an impure sense; or is likely to produce a depraved state or condition of the mind; or is treated in such a way as to arouse improper passions, then it would be indecent under our laws as declared." After conviction, the General Term, Supreme Court, Chief Justice Noah Davis presiding, with the nine copies of works of art before them, said the law "may consequently include as obscene such as are offensive to chastity, demoralizing, and sensual in their character by exposing what purity and decency forbid to be shown, and productive of libidinous and lewd thoughts and emotions." After examining the pictures, they said: "They are photographs of nude females in a variety of attitudes and postures, which the jury might very well and naturally would determine to be both of an obscene and indecent character—ordinarily they would be so pronounced, although they would not exert the same demoralizing and sensual effect upon all persons alike." Not one of those pic-

tures was as brazen and gross as the pictures under discussion.

Judge Brady also said to the jury: "The world is open to the artist. He may represent objects and subjects in whatever colors he may see fit to adopt, but his methods must commend themselves to the morality of the people. He must see to it that they do not invade the law of public morals, and, according to some writers, endanger public peace." The test, as first established by the full bench of the Queen's Court in the *Hicklin* case cited aforesaid, and as since cited with approval by the higher courts in Great Britain and America, comprehends the very essence of protection to the morals of the young. That test reads as follows: "Whether the tendency of the matter charged as obscene be to deprave and corrupt those whose minds are open to such immoral influences and into whose hands a publication of this sort may fall." In a more recent case, tried in the U. S. Court, New York City, the late learned Judge Benedict quoted this test, and then said: "Now, gentlemen, I have given you the test; it is not a question of whether it would corrupt the morals, tend to deprave your minds, or the minds of every person; it is a question whether it tends to deprave the minds of those open to such influences, and into whose hands a publication of this character might come. It is within the law if it would suggest impure and libidinous thoughts in the young and inexperienced."

This well-established principle was carefully observed in the seizure of the Art Students' League's filthy pamphlet advertisement. Pictures, figures, and drawings which were confined and employed for art purposes within the walls of their building were not interfered with in any manner. The indecent advertisement which they were disseminating outside, which a young woman had in her possession to give away, and which she could unblushingly hand out to men, we seized by due process of law.

The savage wild beast and venomous serpents confined in dens and cages in Central Park cannot harm helpless women and children who throng the park. If some silly person turns them loose to mangle, to bite, and destroy helpless children, it is justifiable to kill them. The man who does it does not interfere unduly with the pets of the museum. The act is fully justified in order to save life. So the indecent conception of a debauched imagination, transferred to canvas, may be tolerated in the art gallery, but not be permitted to prowl at large, endangering the morals of persons open to such degrading influences. When artists and poets combine to force their degrading products upon the public at large, in violation of the wholesome principles which safeguard society, they must use other weapons than sneers, ridicule, and libels. Art and poetry are not above morals. They are not privileged to destroy the character, befool the morals, or sear the conscience of any boy or girl. I cheerfully take my stand between the advocates of the nude in art and the beloved children of this country, sneers, ridicule, and derision to the contrary notwithstanding.

The First Mormon Press.

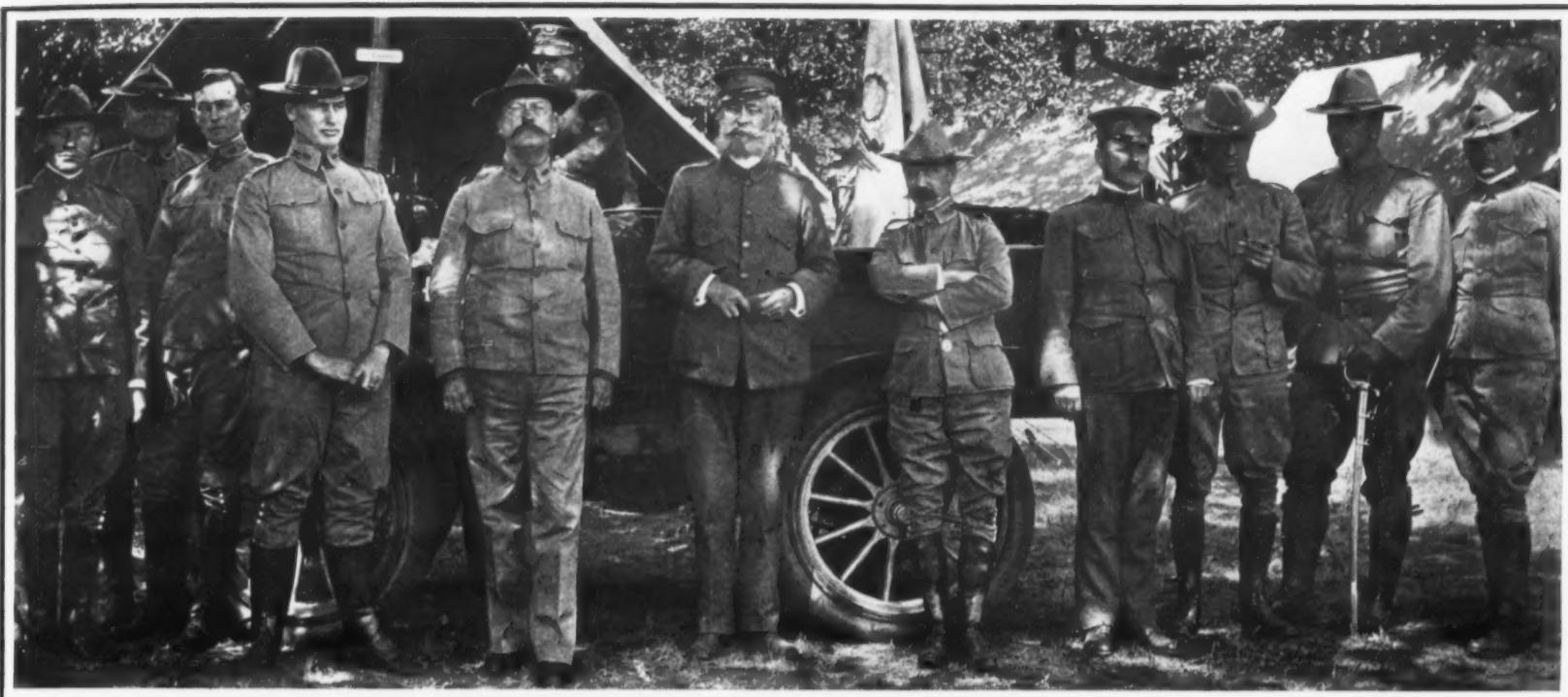
THE MORMON Church is not very old, as compared with most other important ecclesiastical bodies, but it has relics relating to its origin to gather and preserve, as well as other religious societies. One of these which has just come into its possession is the old Washington press upon which the first edition of the book of Mormon was printed. The press has been the property of Colonel Frederick W. Clemons, of Palmyra, and he has sold it to the Mormon authorities. In 1829 the press stood in the office of the Wayne County *Sentinel*, and there John W. Gilbert set in type the translation of the golden plates alleged to have been discovered by Joseph Smith three years before in the hill of Cumorah, near Palmyra. The purchaser of the press is Joseph F. Smith, of Salt Lake City, and it is to be housed in the Mormon tabernacle.

Not a Horseless Age.

IT SEEMS CLEAR from statistics presented in Congress at its last session, while the agricultural bill was under discussion, that, notwithstanding the increasing use of automobiles and the substitution of electricity for horse-power in street-cars and elsewhere, we are still a long way from the "horseless age." In fact, it appears that the equine tribe is increasing rather than otherwise. The aggregate of horses in the United States on January 1st, 1906, stood at 18,718,578, against 14,364,667 at the corresponding date of 1897. Their total value increased from \$452,649,396 in 1897 to \$1,510,889,906. This startling rate of increase in value is no more marked than that of mules, according to the same government authorities. There were 2,215,654 mules in 1897 and 3,404,061 in 1906, and the values were respectively \$92,302,090 and \$334,680,520.

Cures Indigestion

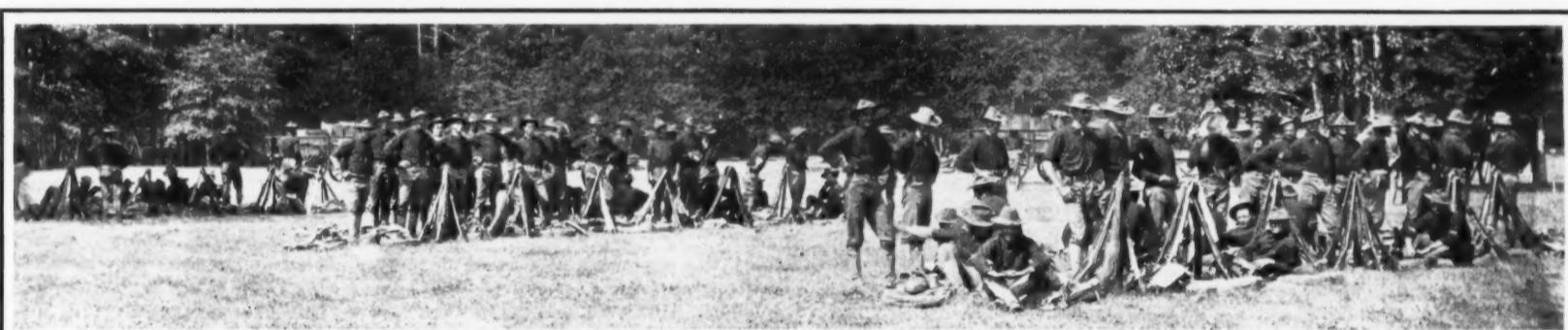
HORSFORD'S ACID PHOSPHATE. NATURE'S remedy for obstinate indigestion, nervous dyspepsia, headache and depression.



GROUP OF REGULAR-ARMY OFFICERS, WITH GENERAL GREELY, COMMANDER OF THE PACIFIC DIVISION, IN THE CENTRE (COLONEL REYNOLDS AT HIS LEFT), STANDING NEAR THE AUTO-CAR OF THE SIGNAL CORPS.



CAMP OF THE TWENTY-SECOND INFANTRY, THE FIRST ORGANIZATION TO PITCH ITS TENTS ON THE MANOEUVRE GROUNDS



FIRST BATTALION, FOURTEENTH UNITED STATES INFANTRY, ARRIVING AT CAMP TACOMA AT THE END OF A 200-MILE MARCH—THIS REGIMENT TOOK PART IN THE PEKING AFFAIR AND DISTINGUISHED ITSELF DURING THE SAN FRANCISCO FIRE.



WELL-SUPPLIED AND SKILLFULLY MANAGED COMMISSARY DEPARTMENT OF THE BIG MILITARY ENCAMPMENT.



HUNDREDS OF SOLDIERS AT MESS, GREATLY RELISHING UNCLE SAM'S RATIONS AFTER A HARD TOUR OF DUTY.

MIDSUMMER MANOEUVRES ON THE NORTH PACIFIC COAST.

LIFE AND ACTIVITY AT CAMP TACOMA, WASH., WHERE 7,000 REGULARS AND MILITIAMEN UNDER GENERAL GREELY ARE ENGAGED IN MILITARY PRACTICE.—*Photographs by Eugene Avery.*

The Home and the Household

New York's Hotel for Working Girls.

THERE is one hotel in New York where the working girl who earns only ten dollars a week can live in comparative luxury; that is, the luxury of privacy, of cleanliness in her room, having as many baths as she wants, use of the laundry and sewing-room, and last, but not least, good, wholesome food. Unlike the various homes for girls in New York, this place objects to the word home, and rightly, for it is just as the name signifies, a hotel. It is called Trowmart Inn, and it was built exclusively for women. To quote from the booklet issued by the management: "May any girl live at the Trowmart Inn? Not every girl, but almost every girl that earns not more than ten or twelve dollars a week can. This hotel was not built to make money for the builder. It is not merely a hotel seeking to fill its rooms with anybody who can pay. It won't take women not working for a living. It doesn't want a woman who is earning so much that she can pick and choose her home. It wants the self-supporting girl, tired of the tawdry lodging-room and sick of the miserable rookery to which her little salary has forced her to go."

But while this hotel is not run to make money, it must pay its own way. Neither is it a charity—you must pay your own way. Four dollars and a half covers room, breakfast, and dinner (at night) if two girls sleep in one room, and five dollars a week if you room alone. On each floor having fifty rooms there are five bath-tubs—first come first served. Each room is provided with a pitcher and basin, but in the bath-room there are ten wash basins, with running hot and cold water. The restrictions of the hotel are few, but these few are rigidly held to. They are: The applicant for a room must give a reference; she must name the amount of salary she is earning, and she must not be over thirty-five years of age. The salary and reference are investigated as they would be in any first-class hotel, and thenceforth the guest is absolutely free and independent. In the entire establishment there are but three representatives of the male sex—the electrician, the porter, and the night watchman. A dignified woman clerk pulls forward the register. Even the elevator-boy is a girl, and the young woman guest carries her bag to her room unless it is heavy enough to require the services of the porter. One feature that emphasizes the business atmosphere of the hotel and the busy lives of its patrons is the absence of bell-boys or bell-girls. This is explained by the fact that the guests are away all day and there is no necessity of bell-girls until evening, when that lack is supplied by the parlor-maid and the dining-room staff. The only service for which the bell-girl is needed is carrying up cards for callers. There are no bells in the rooms, and except in case of sickness there is no extra service.

This remarkable hotel is situated in old Greenwich Village, on the lower West Side, and it faces on a tiny park called Abingdon Square. It is a large, six-story fire-proof building, which was completed and thrown open to the public August 1st of this year. It is really a Mills Hotel for women, put up by a business man, Mr. W. R. H. Martin, of Rogers, Peet & Co., a pastmaster in the art of hotel building, as one of the fashionable new structures in another part of the city will bear witness. There are no particular rules and regulations aside from those found in any first-class hotel. There is no suggestion of personal supervision. From the well-appointed elevators to the airy parlor, with a piano, a pianola, and artistic mission furniture, it is in every way comparable to the various apartment hotels where live women who earn from forty to fifty dollars a week instead of ten or twelve.

Off of the wide hall, which bears a close resemblance to that of any large apartment hotel, open the large drawing-room or parlor, a library, a doctor's office, and some eight or ten small reception-rooms. It is these reception-rooms which are the unique features of the place. Here for the first time in crowded New York a girl who works by day can entertain her friends in the evening with some degree of privacy. Her alternative to a street corner is not a stuffy, overcrowded parlor, with a score of curious eyes, but a well-furnished, if small, parlor, where she can chat without fear of being overheard. A sewing-room, open to any of the guests day or evening, is another feature which characterizes the hotel and emphasizes the forethought of the builder. This room is provided with sewing-machines, cutting-tables, and a stove with pressing-irons. Many girls are competent to make their own shirtwaists and to do the repairing necessary to keep the wardrobe in condition, and a sewing-room is a boon which would be appreciated in hotels where double the price is paid to live that is charged by the inn.

Another department, which can be appreciated only by those who live in large cities and have at some time or other been patrons of boarding-houses, is the laundry, where each girl is privileged to wash her own linen, dry it in the special drying-room, and iron it on the tables and with the irons provided for this accommodation. Many girls can afford to have one or two dainty lingerie shirtwaists, but few can afford to pay all the way from fifty cents to one dollar to have them laundered. To enjoy the privilege of the laundry, where laces may be cleaned, collars, ties, handkerchiefs, and

minor accessories of the toilet washed and ironed in an hour by aid of the drying-room and good hot irons, is one of the best philanthropies which can be offered to a girl who works for a living.

This enterprise, say the managers, is to be entirely self-supporting, and it is hoped will pay a fair interest on the investment. So sure is Mr. Martin of the suc-

so if our civilization develops along its present lines. The whole burden of support falls upon the man. As in countries where marriages are managed by the parents, she intimates that the woman must contribute more than she now does to the matrimonial partnership. She must have more than her trousseau and the ordinary outfit. She must have a fair dowry. Not only that, but Mrs. Gilman considers that the woman should go on earning beside her husband—possibly not so much as he, perhaps more—that she should not only bear and rear the children, but also put her share of money into the family purse day by day and year by year. This is to be rendered practicable by a plausible system of co-operative housekeeping, kindergartening, and higher education. The outcome will be, according to this interesting writer, a comradeship between men and women far sweeter than anything which the world has hitherto known.

This may all be so, and everybody must admit that some features of the scene are attractive. But several hundred or thousand years will probably elapse before Mrs. Gilman's dreams are realized. In the meantime, our educated young men seem to hold back more and more from marriage. Our cultured young women, excepting usually the rich or very well-to-do, are placed in the undignified attitude of waiting to be asked; or they enter into absorbing occupations which shut them so much out from general society that they are practically prevented from forming those associations which lead to marriage.

"Well, what shall be done about it?" you ask. "Do you want to reverse present customs and allow the girls to institute the courtship?"

According to Mr. Bernard Shaw, woman has universally courted and captured helpless man from time immemorial. But this is only one of the innumerable paradoxes of what Carolyn Wells happily calls his "cryptical poppycock," and is not meant to be taken seriously. Women have some little influence, it is true. They can encourage or discourage, but the chief and final power lies at present absolutely with the man.

No doubt this is wise, if it must reside solely with one or the other. The "proposer" is bound to meet with many rebuffs. There are no statistics available, but possibly every fairly attractive girl who does not marry before the age of twenty-four has to decline outright a half-dozen "proposals" and nip in the bud as many more. Some heart-aches follow for a few weeks or months—but, as our witty Mrs. Riggs has said, through the lips of one of her characters, "the material of which men's hearts are made would probably do better than anything yet utilized for the toes of children's shoes." They are better fitted to bear such downright blows than women are. On the other hand, the rich girl, if she falls in love with a self-respecting man, has to virtually offer him her hand. If she fears to do this and remains long single, she is more than likely to avoid all possible suitors, in a morbid dread that she will be married for her money.

Nobody wonders, considering the present and constantly increasing cost of living, that young men of moderate income hesitate to ask delicately-reared girls to marry them. They know that marriage means hard and shabby living for both husband and wife for years—perhaps always. It can be readily seen that after one or two rebuffs heroic courage is required to venture again. It is no wonder that, as Mr. Barrie says, "only the hundredth man does not prefer to daily where woman is easier to win, most finding the maid-of-honor a satisfactory substitute for the princess."

One fine youth departed for Africa suddenly upon learning that a certain girl was to be married.

"Why didn't you encourage Ralph?" her mother asked her, during one of their "heart-to-heart" talks. "Everybody says that he has gone off because you wouldn't take him. Tom is all right, but you know I have always liked Ralph."

"Mother," said the girl, in a burst of confidence, "I did everything that I could in modesty to show Ralph that I liked him. I believe he did truly love me. It is very likely true that he is almost beside himself because I am going to get married. But he was simply too timid to speak out. He thought he wasn't rich enough. I am twenty-seven, and I couldn't wait forever for Ralph to screw up his courage."

In spite of the old proverb, "He who loses not his senses in love has no senses to lose," no wise girl ever lets herself get fully in love until the marriage vows are spoken. She holds back her truest and best self until there is no danger of the horrible, last-moment defections which one reads and hears of. The girl who married "Tom" had done this very thing, and, like thousands of others who cannot get the one they would, she has taken up with the second best.

When the first choice is absolutely unattainable, who shall maintain that the second had not better be taken? But when a little more courage—a little less morbid shrinking—might bring the highest happiness, there is something contemptible in the cowardice which fears to risk the throw.

So long as society is constituted as at present, and the girl cannot with propriety expose her feelings, a young man in love had better speak out. Many a man has cravenly taken a maid-of-honor when he might have had the princess, and the princess has had to hide a heart-ache for many years in consequence.

KATE UPSON CLA



HOTEL OFFICE IN THE NEW TROWMART INN FOR WORKING GIRLS.

cess of his undertaking that he is already planning a second building to be erected and run on the same principles. The new one will be in a neighborhood accessible to girls who work in stores, as the present one is to those who work in the various factories of the West Side. The idea is not to provide a substitute for the woman's home nor a lodging-house for the very poor working girl, but to furnish an abode for the ambitious and more prosperous. It may also



TROWMART INN, THE NEW HOTEL FOR WORKING GIRLS LATELY OPENED IN NEW YORK.

stimulate the dissatisfied girl to exert herself to earn more than enough to live in a squalid boarding-house or a furnished room.

HARRIET QUIMBY.

Should Women Ever Pop the Question?

HISTORIANS and scientists tell us that numerous tribes and races have existed among which marriages have been arranged entirely by the women. So far as can be learned, the results were as good as among those equally civilized peoples whose men prefer to take the initiative. Among most nations the matrimonial problem is solved, and always has been, by the parents of the young persons involved. Students of social science assert that the moral conditions resulting from this custom are much worse than in lands where the young persons choose for themselves, in spite of Johnson's assertion that the Lord Chancellor had better make all the matches. It seems hardly possible that the English-speaking peoples, especially Americans, will ever adopt this method of adjusting matrimonial matters. To do it would strike the vast majority of our population as a reversion to barbarism. Yet there is much to be said on that side of the question.

Mrs. Gilman, who is certainly a good and astute woman, experienced and highly cultured, asserts that the economic difficulties of marriage in America are just now almost insuperable, and are bound to grow more



IT'S BACK!

Drawn by E. Flohri for Leslie's Weekly.



THE MAN IN THE AUTO



"SWIFTEST of all embodied speed" is the racing automobile. Duray's remarkable average of sixty-seven miles per hour over a course of 376 miles, and of seven laps in the Ardennes circuit, led the world's record for sustained speed. Putting his time into kilometers, as the French do, he averaged 160 kilometers per hour. A kilometer is about five-eighths of a mile, or 3,281 feet. In this race Duray defeated the very flower of the foreign drivers and the pick of the great foreign racing cars, Henriot in his Darracq being only two minutes behind him at the finish. For the Vanderbilt race, in which Duray is entered, he is of course the favorite, because it is a tradition in motoring circles that the man who wins the Ardennes circuit in Belgium in midsummer will in the early fall in the same year win the Vanderbilt race. In 1904, Heath, the American, won both the Ardennes circuit and the Vanderbilt race. In 1905, Hemery did the same thing, and of course now the tip is on Duray to repeat these performances. Duray is really due to win the Vanderbilt, having been an "also ran" in both of the previous contests.

THE A. A. A. racing board lately adopted the course for the Vanderbilt cup race of 1906, to be held on October 6th, and for the American Elimination trial contest, to be held on September 22d. The route is on Long Island, as before, but some dangerous sections of last year's course are cut out. The circuit is thirty miles and the contestants must go around this ten times, making the race a 300-mile one. The large number of spectators on the course need some protection from their own eager desire to see the flying motors as they go by. Abroad all of this is done through government influence, and the military controls the course. Governor Higgins should be appealed to and asked to order out the first and second divisions of the New York State militia to patrol the course. Creedmoor, the official shooting-range of New York State, is near by, and here the troops could be quartered in the tents they use at the Peekskill camp. But, if this location is considered too far away, the camp could be located along the Merrick road. The camp fires, the tents, and the uniforms of the soldiers would add immensely to the picturesqueness of the scene. The soldier boys of New York City would undoubtedly welcome the day's outing and the chance to see the world's greatest sporting event, and which draws the largest gallery of spectators that any sporting event has ever attracted.

THAT THE speedometer is very essential for automobile use is now an established fact. It may be interesting to our readers to know that five years ago there was not one automobile speed recorder manufactured in this country. To-day there are at least twenty. Various principles are used, including centrifugal force, magnetics, electricity, hydraulics, magnetism, etc. The pioneer instrument was invented by Joseph W. Jones; the Jones speedometer uses for its principle centrifugal force. This instrument has proven itself to be the most reliable speed indicator in the world. The Jones speedometer won the reliability contest recently held under the auspices of the Automobile Club of Great Britain and Ireland. Eleven instruments were in the contest and all nations were represented. This made the event of international importance. The Jones speedometer scored an absolutely perfect record, and was the only instrument to go through the 2,000-mile test without adjustment. The committee of fourteen scientific men—all members of the A. C. G. B. I.—awarded to Joseph W. Jones the club's gold medal.

IT WAS expected that the combined show of the Automobile Club of America and the American Motor Car Manufacturers' Association, which is set for the first week in December at the Grand Central Palace in New York, would be the first of the big international shows for 1907, but it now appears that the

Paris show has outgrown the Grand Palais, and that a large portion of the Esplanade Invalides will be covered for the exhibition. It is also probable that the French exhibition will be held in October, thus antedating the London show in Olympia Hall and the American show in the Grand Central Palace. The Frenchmen also propose, with a view of increasing the interest in the Paris show, to organize a trial of industrial and touring cars from Paris to Nice and return, so that the competing cars will be back in time for the opening of the show, and thus give the makers a chance to prove by practical demonstration the reliability of their cars. The Esplanade Invalides is located on the bank of the River Seine, opposite the Grand Palais, and in front of the famous tomb of Napoleon, so well known to any American who has visited the French capital.

THE ANNUAL census of motor vehicles in the United Kingdom of England, Wales, Scotland, and Ireland has just been taken. The gross totals show 45,490 pleasure cars, 2,698 business vehicles, and 46,574 motor cycles, and a grand total of 176,927 driving licenses. The most striking feature of the census is the great increase which has taken place in the number of business vehicles. In 1905 there were only 868 motor-wagons; in 1906, 2,698—an actual increase of 211 per cent. Motor-cycles still lead motor-cars to the extent of over 1,000. Driving licenses show an increase of about sixty-five per cent. The pleasure cars show an increase of over forty-six per cent., the motor-cycles thirty-four per cent.

THE RACING record list of the year has undergone but one slight change since last January. Mr. A. Lee Guinness, an Englishman, driving Hemery's 200-horse-power eight-cylinder Darracq car, obtained a speed in the flying kilometer at the Ostend meet equal to 117.64 miles per hour, his actual speed for the kilometer being nineteen seconds, the old French record being twenty and three-fifths seconds. This is the

The Return of the Flag.

Resolutions directing the city clerk of Boston to restore to New Orleans the Confederate flag which was taken by General Butler as a trophy of war when he took possession of that city in April, 1862, have been filed with the clerk of the common council of Boston. —*Daily paper.*

AYE! give them back the captured flag.
The trophy of a day
Which now, with all its bitter strife,
Thank God, has passed away.
Return it to the city with
A crescent on her brow,
For all her daughters and her sons
Are true and loyal now.

BEN BUTLER took the standard down
One morn in '62,
When all the sweet magnolia flowers
Were wet with crimson dew.
And Boston gives it back again,
When like a shining fleece
King Cotton o'er the battle-fields
Has spread the snows of peace.

TIS consecrated by the blood
Of those who held it dear,
The sorrow of a hopeless cause,
And many a mother's tear.
So fold it down in lavender
In memory of the brave
Who found upon the field of war
Not glory, but a grave.

ITS faded colors, dim with smoke,
No more aloft will float,
But rest beside the rusty sword,
The gray and tattered coat.
For time has closed the gaping wounds,
And healed the livid scars,
And woven Dixie's name anew
Among the stripes and stars.

MINNA IRVING.

world's record for cylinder-fired-gasoline cars. Marriot, on a steam car in Florida in January of this year, made the world's fastest time record of 121.57 miles per hour for any type of car.

THE AUTOMOBILE CLUB of France is now making some interesting experiments in its laboratory in a competitive way, so as to do away with the exhaust, smoke, and smell nuisances. Country residents have always objected to our smoky exhausts, notwithstanding the scientists say that this exhaust is full of nitrates and good for vegetation. The funny fellows of the press regarded this statement as a joke, but it is strictly true. Unfortunately, these suburban benefits cannot be argued for city use, and hence the strength of the movement to abolish them. The trouble all arises that in the prevailing type of motors employed on many of our best cars the cylinders are so short that any slight excess of lubrication leaves a long tail of blue smoke behind them.

ANSWERS TO CORRESPONDENTS.

"J. E. F."—If an engine gives one or two explosions on starting it and then stops, it would appear that the first firing stroke was not strong enough to overcome the compression. The trouble may be due to the use of an automatic carburetor, and that the carburetor is furnishing too much air. If the engine runs well after starting, why, this fact is demonstrated, for the faster the speed of the engine, the more air required, but for starting the engine, more gasoline is required, giving the engine a heavier charge.

"W. H."—Testing the inlet and outlet valve springs on a gasoline motor is rather a difficult proposition for a layman—better send to the maker and get a new set of springs, because the maker has experimented and knows just what the engine requires.

"S. F. E."—Putting a small amount of weight on the front wheels and more on the back wheels will not prevent skidding. Nearly all the big fast racing cars must of necessity steer well, and go round corners at a fearful pace, have nearly always two-thirds of the total weight on the front axle, which racing drivers find makes the steering easier than if they had very little weight on the front wheel rather than the larger amount on the back axle.

"E. R. T."—A well-designed six-cylinder motor should take up about six inches more in chassis length than a four-cylinder of the same horse-power. It is true that the timing of a six-cylinder is more difficult than a four-cylinder, but then, after all, that is something for a maker to do and not the user, and the same thing might be said regarding the wiring, lubrication, cooling, getting the proper mixture, and the distribution of gas from the carburetor, and if a maker cannot solve these problems, then he had better not attempt to make a six-cylinder car. Theoretically it is true that a six-cylinder motor may give more trouble than a four-cylinder, but in practice this has not proven true, for apparently the constant and smooth turning motion of the six-cylinder actually causes less trouble than a more irregular four-cylinder motor. Away back in the good old days of the single-cylinder motor, which ran by impulse one-fourth of the time and three-quarters of the time on the power of the fly-wheel, we used this same argument against the two-cylinder proposition. After that came in vogue we continued the argument against the four-cylinder proposition, and now the quidnuncs are putting it up to the six-cylinder proposition, but in reality two-cylinders gave less trouble than one, three and four less than two, and six now give even less than four.

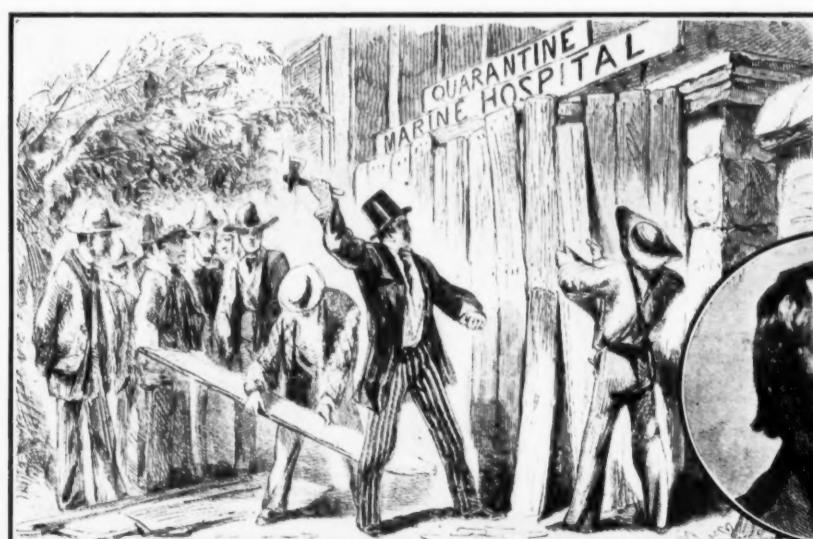
ALEX SCHWALBACH.

Topics and Pictures Fifty Years Ago.

THE ANNOUNCEMENT of the publication of Dr. Elisha K. Kane's "Second Grinnell Expedition" was the occasion for the presentation of his portrait to its readers by LESLIE'S WEEKLY of August 30th, 1856. The book was the record of his crowning achievements in Arctic exploration, which gave the world knowledge of the most northern land discovered up to that time. Kane was lionized on his return, and Congress voted him a medal. His health was so impaired by his Arctic hardships that he died within a year after receiving it.

Such opposition on the part of the residents of Castleton Village, Staten Island, was aroused by the quartering of yellow-fever patients in the quarantine hospital near that place in 1856, that they built a rough barricade at the entrance to the building, and took other measures to prevent boats landing from the vessels quarantined in the harbor. On August 13th the barricade was demolished by "a party of captains and sailors from New York City."

A magnificent railroad station for those days was the building of the Illinois Central and Michigan Central railroads at Chicago, illustrated in the same number of LESLIE'S with the foregoing. It was 504 feet long and 166½ feet in width, accommodated eight tracks, and was lighted by gas throughout.



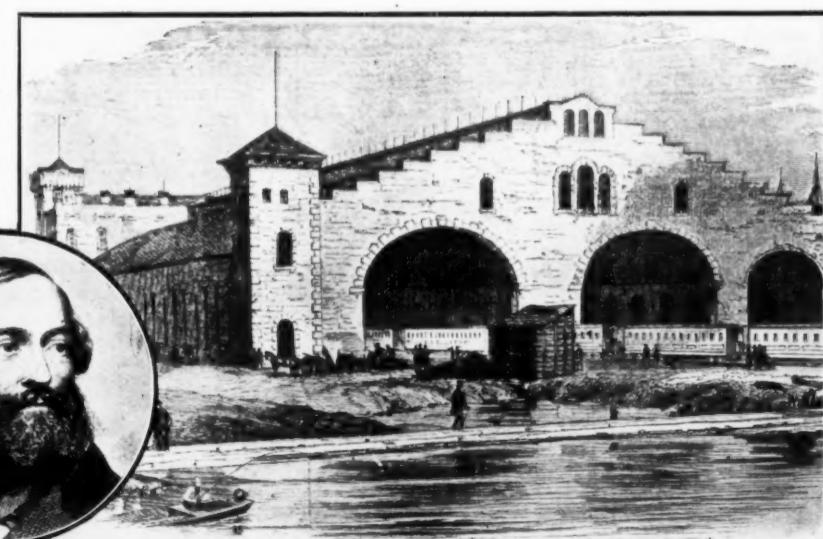
DESTROYING THE BARRICADE BEFORE THE YELLOW-FEVER HOSPITAL AT CASTLETON, STATEN ISLAND.

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DR. ELISHA K. KANE, THE FAMOUS ARCTIC EXPLORER.

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SOUTH FRONT OF THE ILLINOIS CENTRAL AND MICHIGAN CENTRAL RAILROAD STATION IN CHICAGO.

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Jasper's Hints to Money-makers

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IT IS CURIOUS to note the wide difference in the views of the future of the

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stock market held by different interests. There are times when the best authorities in Wall Street are pretty well-nigh agreed as to the prospects of the immediate future, but at present we have a decided division of opinion. One element insists that prices must go higher because of the super-excellent outlook for all of our greatest crops. The brokers who think thus admit that we are to have tight money for months to come, that prospects of gold imports are lessening because of foreign complications, and that the social unrest of the American people is not a negligible factor. Yet they see no signs of lessening prosperity, and insist that the enormous crops now anticipated must give a fresh impetus to our manufacturing industries all along the line.

In spite of this belief, so strenuously held by a considerable number of our financiers, the fact remains that the liquidation in Wall Street goes on without abatement, and the oldest and most conservative element is practically unanimous in the opinion that it must go much further. The strongest argument in favor of this conclusion is found in the dissolution of a number of syndicates which have underwritten new issues of bonds, and which have found these issues so unmarketable that they have concluded to dissolve the syndicates and let every underwriter take care of himself. The financiers who stood behind these underwritings embrace some of the strongest men on Wall Street—men who, under ordinary circumstances, would be able, if anybody could, to give things an upward turn. They have done this repeatedly during more propitious days; but insurance revelations, and the new statutes which have made it impossible for certain great financiers to draw at liberty upon the enormous accumulations of the insurance companies, have put a new aspect on affairs in Wall Street, and have compelled leaders of the old school to seek other sources of financial support.

In ordinary times, with money free and easy, these sources might be found in our banks and trust companies; but now, with new restrictions and more careful supervision than ever in our banking institutions, with money tight and growing tighter, the difficulties in the way of promoting and financing have been vastly increased, and it is a question whether, under such circumstances, a bull movement of large proportions is possible, even if every interest in Wall Street should unite to secure it. I say, therefore, that the recent drop in the bonds of the New York Central and the Pennsylvania railroads has great significance, and never would have been permitted had controlling interests in Wall Street found it in their power to turn the tide of the market from its inherent weakness toward an appearance, at least, of renewed strength. Under such circumstances it is entirely justifiable to anticipate further liquidation at every favorable opportunity.

Certain leaders in the Street, under compulsion, are protecting certain stocks. They are doing the best they can under adverse circumstances to maintain and to advance prices in certain directions, but their work has been disheartening, because they have found that every time they have moved the market upward powerful interests have taken advantage of the rise to unload. It was expected that, with the announcement, officially made, of a very large crop yield, the upward movement would be gotten well under way. Some success has attended the effort, but I do not believe that it will be long continued or that the liquidation will cease.

It is the impression that the Pennsylvania and the Vanderbilt system will both be found to be holders of fewer shares of collateral railways than they have been, when their next annual reports appear. The pressing needs of the Pennsylvania, for a large amount of money to carry on its extensive improvements, it was expected, would be met by the sale of bonds, but, in the present condition of the bond market, it would be wiser for the Pennsylvania to raise the necessary funds by selling some of the stocks of other railroads, like the B. and O., the C. and O., and the N. and W., than by floating a loan at a high rate of interest. Furthermore, the anti-trust laws may make it less desirable for the Pennsylvania and Vanderbilt inter-

ests to hold a controlling ownership in the lines of would-be competitors.

The railroad situation generally is being gradually transformed by a decided change in public sentiment. The Wisconsin railway commission, by reducing grain rates in that State practically one cent a bushel, will entail a loss to the railroads operating in Wisconsin aggregating from half a million to a million dollars a year. This is a small matter, perhaps, but other Western States, and nearly all the Southern States, are reducing rates for freight and passenger transportation; and, on top of this, comes the most conspicuous and twice-defeated presidential candidate of the Democratic party, with a declaration in favor of public ownership of railways. Is it too much to believe that we are on the eve of a transforming and reconstructive era in the railroad world?

The open fight now being made against the domination of the railways in several States, notably in New Hampshire, New Jersey, and Pennsylvania, is bound to extend. It has had its inspiration at the national Capitol, where the dominating influence in the Senate has been the railways. A sweeping congressional investigation, disclosing some of the methods of our roads, would, as I have repeatedly said, thrust into the shade the sensational disclosures attending the life-insurance investigation. Recent revelations in reference to the Wells Fargo Express Company show how the one-man power can dominate. Mr. Harriman, a small holder of Wells Fargo stock, was able to restrict dividends to the shareholders to eight per cent, per annum, and thus accumulate a surplus of fifteen or twenty million dollars in the treasury which he could loan in Wall Street, just as the funds of insurance companies were formerly loaned. The balance-sheet shows that these loans were made at such low interest rates that there was little profit in them. Mr. Harriman, no doubt, knows where the profit was made, and who made it.

So with his Union Pacific Railroad. He told the stockholders, not long since, that he proposed to issue \$100,000,000 of preferred stock, and he proceeded to issue it; and no one but himself, and his clique, to this day knows the reason why this issue was made. And so he fixed the dividend on Southern Pacific and Union Pacific, reaping enormous profits for himself and leaving the stockholders out in the cold. Yet Mr. Harriman does not control, by ownership, the Union Pacific Railway, nor do the Vanderbilts own control of the Vanderbilt lines, nor Mr. Cassatt of the Pennsylvania, which he dominates, nor Mr. Hill his Great Northern system, though he says to its shareholders that no matter how great its earnings he does not propose to pay them more than seven per cent. annual dividends. Control of these great properties is centred in one or two men because a majority of the shareholders foolishly give their proxies to men whose first consideration is their own welfare and not that of the shareholders. The control of a great railroad or a great corporation means the control of its funds. All the passenger business of a railroad is done for cash. The man who controls the road controls its cash. He says where its cash shall be deposited, and he, therefore, controls the banks which handle the funds. If he needs money he can use the deposits of the banks, because he controls them also. Hence his mighty power in Wall Street. Hence the explanation of the fact that many of our greatest railroads and our great industrial corporations are not in the hands of practical men, but have at their heads financiers or lawyers with strong Wall Street connections. All this system is to be reversed. The signs are in the air, and the man who does not see them is short-sighted. The on-moving tide is getting beyond control, and it bids fair to sweep before it—as the insurance uprising did—the character, the reputation, and the fortunes of some of our foremost millionaires.

The hysterics in the stock market which followed the sudden announcement that Southern Pacific was to be put on a 5 per cent. basis, and Union Pacific common on a 10 per cent. basis, cannot last. Conservative financiers are recalling that as late as last December the directors of the Southern Pacific, in their annual report, spoke of the need of carefully husbanding the company's resources be-

cause of the growing competition, and of the heavy expenditures required by the company. A heavy blow was dealt at both the Southern Pacific and Union Pacific by the San Francisco fire—how heavy has not yet been disclosed—and the Southern Pacific has been put to the expense of more than a million dollars, it is said, by the flooding of the Salton desert by the strange diversion of the Colorado River. Did the directors of the Southern Pacific try to deceive the shareholders by their pessimistic report in December? Were they endeavoring to make the shareholders unload so that Harriman and his crowd could pick up the stock at bargain prices? If so, would the Wall Street gamblers be averse to unloading on the public on the recent declaration of unexpectedly generous dividends? Isn't it time that the shareholders of Southern Pacific and Union Pacific combined to appoint an investigating committee, so that they may know where they stand?

I believe that the bull spasm, inspired by the dividends on Harriman's two roads, was intended to bring the public into the market. The leaders in this movement know perfectly well that, in the present condition of the money market, and with the fear pervading all Europe of a bloody revolution in Russia, an upward movement will be short, sharp, and decisive. The leaders are only praying that it may last long enough to enable them to unload. I advise my readers to take a good profit as rapidly as they can get it. The plane of prices in Wall Street is high enough. The hysterics in Southern Pacific and Union Pacific may possibly be repeated by the declaration of increased dividends on Pennsylvania, Atchison, Chesapeake and Ohio, Norfolk and Western, and other securities, but the pace is too rapid to last, and the public has been bitten so often and so badly that it will take more than one boost of the bulls to make the market look attractive. It is a good time to bear in mind that our prosperity cannot go on forever, and that high prices must inevitably make way for low prices; that we are on the eve of financial stress, with our credit strained, and at a time when the demand for funds for the movement of the crops is just beginning to be felt.

Under such conditions, and with such premonitions, the talk of a great bull movement seems absurd.

"L." Cincinnati: Anonymous communications not answered. Please read notice at head of my department.

"L." Columbus: 1. I believe you will be better off by not sending good money after bad. 2. A great deal of money has been sunk in so-called rubber and other plantations in Mexico. I have no doubt that there are legitimate enterprises of this kind. Unless you are thoroughly informed as to the character of the management and of the property, it would be well to keep your money.

"B. N." Elmira, N. Y.: 1. I do not advise the purchase of the Rome (N. Y.) gas bonds as a gilt-edged investment. The disposition in nearly every quarter to assail municipal franchises and to establish municipal lighting plants is becoming more and more pronounced. 2. First mortgages on dividend-paying, well-established railroads will give you the element of security which you especially seek. These would hardly yield you more than 4 per cent., however.

"C." New York: Int. Met. common is a fairly good speculative stock. The recent report, showing the large earnings, was regarded as encouraging, but there has been so much juggling with the finances of the Metropolitan Traction interests that the public is incredulous as to the character of all the statements issued. A strong speculative element will no doubt seek to advance the common stock, but the same may be said of those who are heavy holders of Central Leather common, who are expecting to market it at a substantial advance.

"Y." Reading, Penn.: The North Butte Copper Company has extensive holdings and copper claims in Montana. The stock has sold this year as low as 75 and as high as 95. The capital is \$9,000,000, and the par value \$15. Only \$6,000,000 of the stock was originally issued. After such a heavy rise, the stock does not seem to be particularly attractive, though the small capitalization, it is said, will enable it, at present high prices of copper, to substantially increase its dividends if it desires to do so. Amalgamated looks cheaper at present, and it is understood that it will be placed on an 8 per cent. basis, though North Butte's recent dividends have been 2 per cent. quarterly.

"X. L. N. T." 1. The petition by the shareholders of the American Express to the officers of the company for more generous dividends can be signed without hesitation. It will certainly do no harm. I do not see the reason, however, why you should send your proxy to Wall Street brokers who may have their own axes to grind, as they usually have in all such cases. If you would care to send your proxy to me, I will have you represented and will advise you of the results of the meeting, if one is called. 2. It seems to me that your bond would be an underlying security, unless its wording indicates that it can be rendered otherwise. It would be well to read the face of the bond with care. Legal advice might be necessary.

"B." Manchester, N. H.: As a rule, it is not a good thing to swap horses while crossing a stream. A strong, speculative mining clique is connected with the Cananea Central, and it looks as if it were now about to extend its operations to the Greene Con. The general fear is that this combination may work the latter to the advantage of the former. The reports of the business of Int. Mer. Marine are all encouraging. While you might, for the present, do better by making the exchange for the copper shares, ultimately you might not do as well. There is a speculative risk, at least, in the exchange, because you make it while copper is at the high-water mark and the shipping industry at the low-water mark.

"West Point": Answer by letter.

"G." Pittsburgh: I am making inquiries.

"M." Baltimore: The references he has given have always seemed to be satisfactory.

"Norwood": I do not know the address of the mining companies to which you refer, and am unable to get any quotation on the stock. Nothing is known about them on Wall Street.

"Ice." Ontario: I understand that it is very generally anticipated and that the earnings abundantly justify it. Whether the heavy rise has discounted it or not is something that every one must decide for himself.

"A." Coggan, Iowa: The F. E. Houghton Co., Old South Building, Boston, do a large business and I have had no complaint from any of their clients. Those who have visited their mining properties speak favorably of them.

"M." Philadelphia: I regard N. Y. Central Lake Shore collateral 3 1/2%, around 87, as a reasonably safe and pretty near gilt-edged security. The N. Y. Central 3 1/2% just issued, constituting first lien, are better, though not yielding so high a rate of interest.

"L. A." New Orleans: I simply meant that the firm, or at least the head of it, has had its ups and downs. I think to understand the situation, it might be well to have a report through a mercantile agency. If you are unable to get anything of that kind I will try to secure the data for you.

"P." New York: No stocks of that character can be regarded as strictly in the investment class. In the very nature of things, they must be speculative. The stock you mention, at the price you give, is a far more attractive speculation than most of the shares of a similar character offered for public sale.

"W. S." St. Louis: Southern Pacific preferred is the best on your list. American Can preferred probably offers you the most profitable speculation.

There is little difference between Woolen and Locomotive. The latter will probably have the greater competition, and the former will suffer some if conditions in the woolen trade are unfavorable. I am told that the business has not been quite so rushed of late.

"Four Per Cent." Brooklyn: You can get four per cent. regularly on your money from the Cleveland Trust Company Savings Bank, Cleveland, O. This is one of the largest institutions of its kind in the country. It is very easy to send your money by mail. A little booklet tells you how. If you will drop a line to the Cleveland Trust Co. Savings Bank, Cleveland, O., and ask them to send you the free booklet "R." it will explain how easily you can become a depositor.

"Income." Syracuse: 1. The rate of dividend on Guanajuato, which is to be declared before January next, has not been announced. A dividend, usually, speedily and sharply advances any stock on which it is declared. 2. The Guanajuato mines are among the oldest in Mexico, and there is no doubt that they are turning out large quantities of ore and are being developed on a very favorable basis. 3. You can get all the reports of these mines since they were in the hands of the new management, by addressing the Colonial Securities Company, 57 Broadway, New York. The literature is very interesting and well illustrated.

"Banker": 1. I believe that American Malt old preferred, around 28, entitled as it is to all the cumulated dividends, must ultimately yield a pretty good profit to the patient purchaser. 2. An error in the engraving of the stock of the reorganized malting company, I understand, will delay the issuing of the certificates until some time next month. The listing will probably follow. 3. Corn Products Refining preferred, being entitled to 7 per cent., with the ability to earn that with good management, does not look dear. I do not advise the purchase of the old Corn Products preferred, and if I held any of the latter I would exchange it for the new stock that has recently been issued.

"B." Jersey City: The Green Bay and Western, for the year ending December 31st, 1905, reported net earnings of \$210,000, and from the surplus, after payment of taxes, interest on the "A" debentures and dividend on the common stock, aggregating \$155,000, were paid. It is a curious fact that the debenture "B" bonds are not entitled to interest until dividends have been paid on the stock. There are only \$600,000 of the "A" incomes, and there are \$7,000,000 of the "B" income bonds, so that last year very little was earned on the latter—little more apparently than one-half of 1 per cent. The bonds are, therefore, highly speculative, and are only attractive because the price appears to be low.

"E. X. R.": 1. It has seemed to me also as if an effort was being made to depress the stock and to make the bonds look more attractive. The only way you could dispose of the stock would be in the open market, through a broker. You can drop a line to Spencer Trask & Company, bankers, 52 William Street, New York, and they will give you a quotation, if one is obtainable. 2. Havana Tobacco is controlled by the same interests as the American Tobacco Company. It has issued \$10,000,000 20-year 5 per cent. bonds, of which \$2,500,000 remain in the treasury. The company owns some of the largest tobacco factories in Cuba. The bonds are not debentures, but they are a first mortgage. Interest has always been met.

"L." Hoboken, N. J.: 1. The announcement that it will be placed on a dividend-paying basis shortly has made it look attractive. 2. I would not sell my Corn Products common at a loss. Eventually it ought to pay dividends, if reports of the business it is doing are correctly given. Mr. E. T. Bedford, its president, is a man of rare executive ability and of achievement. I have faith in his integrity. 3. Con. Lake Superior represents the reorganized Lake Superior Corporation, which has extensive iron, steel, and other interests in Canada. The recent advance in its income bonds and the favorable statements regarding its earnings make the stock, selling around 18 or 19, look like an attractive speculation. It seems to be cheaper than most of the Steel stocks of its character. 4. They are not members of the New York Stock Exchange, but are well rated.

"Mines": 1. Nearly all the most valuable mines in this country sold at a very low price while the development work was first in progress. It is true that the holders of a few hundred of some of these, which were purchased for a very few dollars, are now deriving a very large and handsome income from the dividends these properties pay, and could sell their shares at the market price and have more than enough to live on the income, if otherwise invested. It is no reflection on a mining stock, therefore, that it should sell at the start at a very low price. 2. A. L. Wisner & Company, 80 Wall Street, New York City, would be glad to send you their lists, including a number of dividend-paying properties, if you will drop them a line. They have been in business for a number of years and I have no complaints from any of their customers, though their clientele is very large.

"G. W." Milwaukee: 1. If I had St. Louis Southwestern preferred, National Enamel common, Havana Tobacco preferred, Corn Products common, and Lake Superior Corporation stock, bought at higher prices, I would hold them for a better market. Eventually you ought to sell all without loss. 2. When Corn Products preferred was surrendered for the new Corn Products Refining preferred, the accrued dividends on the former were also surrendered. Corn Products Refining, I believe, will be able to pay the full 7 per cent. dividends if prosperous conditions continue. This is the expectation of the management, I infer. 3. Unless there should be abatement in the prosperity of the South and West, the St. Louis Southwestern should show far better earnings. The management may not be in haste to make a better showing, but that is no reason why holders of the stock should not be patient.

"Richard Morton": 1. Reports on Daly-West are not at all satisfactory, and, I believe, are not intended to fully disclose the condition of the property. There has been so much of speculation in the man-

agement that I prefer not to advise. I do not like to play with loaded dice. 2. National Lead preferred, Railway Steel Spring preferred, American Wool preferred, and U. S. Cast Iron Pipe preferred are not, strictly speaking, in the investment class. All of them may be affected at any time by declining prosperity in the special industrial lines they represent. The risk in Lead and Wool preferred may be regarded as fair, and Railway Steel Spring has but little of bonded debt ahead of the preferred stock, but it is meeting increasing competition. 3. Ontario and Western can be made a very much more profitable property by the New Haven, if the latter desires to do so, and, as the controlling owner of the property, it is the general expectation that it will. The fact that it pays 2 per cent. dividends should not be lost sight of.

"Wisconsin G.": 1. O. F. Jonasson & Co., 44 Broadway, N. Y., and Catlin & Powell Co., 35 Wall St., N. Y., are mining brokerage firms doing an extensive business. Any broker will buy mining stocks for you. 2. A listed stock has no particular advantage over an unlisted, except that it is more active, and therefore, perhaps, more marketable. 3. I never heard of the phrase. Stocks are "sold short" when the seller borrows for delivery. 4. It is evident from the recent sky-rockets in the market that the low level is still a matter for conjecture, and that those interested in putting up prices have not abandoned their efforts. 5. I know so little about it that I cannot advise you. 6. I do not think so. 7. I know of none in that section. 8. There are evidences in various sections that the boom in building has been overdone. Sometimes a let-up in real-estate speculation is as significant as a reaction in the mining market. It is hardly possible, if a reaction in our prosperity comes, that it will not affect the boom in all the basic metals.

"Veritas": 1. I doubt if any one, outside of Mr. Harriman himself, knows what is to be the future of Southern Pacific preferred. Some have believed that the rise in the common had for its purpose the facilitating of the conversion project on a 7 per cent. basis. 2. On that basis the stock would sell nearer the price of Union Pacific. If, after all the intimations that had been given out regarding Southern Pacific common and the strength it had shown, it was not placed on a fair dividend-paying basis, Wall Street would have been disappointed, but Harriman kept them all guessing. 2. The anticipated increase in the dividend rate of Union Pacific was not the only reason for its advance. The enormous surplus of the U. P., represented by its extensive holdings in other properties, justified an extra dividend of good size. I would not be in a hurry to sell my shares at this time, nor would I sell any gilt-edged security which, for special reasons, might seem to have a sort of speculative value. There are those, for instance, who believe that the capital stock of the Delaware, Lackawanna and Western, like that of Standard Oil, could be doubled without a diminution of dividends. It is always a good rule to take a handsome profit in anything at such a time, and to wait for the opportunity that extensive liquidation always gives to buy it back.

"Cayuga": 1. You have stated the only real bull argument that is in sight, namely, bumper crops and unbounded national prosperity. I do not agree with you that the bull interests can regulate the money market when the time comes. Some of them think they can. The test will be made before the year is out. 2. C. C. C. and St. L., operated on a normal basis, I am told by a competent railroad manager, would easily earn 6 per cent. on the stock, and perhaps more. Much depends upon whether traffic is diverted to it or not. It runs through a magnificent territory, has an excellent management, is increasing its efficiency constantly, and has the qualities that constitute a great railway property. 3. The talk of a decided advance in Va.-Car. Chem. Company has been heard for a long time. It owns most of the successful manufacturers of commercial fertilizers in the South, and is largely interested in cotton-oil companies. In 1901 the common stock was advanced from \$12,000,000 to \$38,000,000 to acquire new properties, and in 1904 \$8,000,000 additional preferred stock was issued, largely to wipe off the cumulative floating debt. The preferred pays 8 per cent. The common has not paid dividends since 1903. The earnings show a fair surplus over the dividends on the preferred, which have been regularly paid. The company is well managed and the business is very profitable. 4. The Wabash B., it is understood, will be worth between 90 and par if the new bonding plan of the Wabash is carried out. I called attention to the ultimate value of these debentures when they were selling under 60, but it meant a long pull. 5. Pacific Mail, being controlled by the Southern Pacific, is a minority stock as far as outsiders are concerned. From time to time I have heard that the shares were to sell decidedly higher, and I have observed that on every severe reaction they were apparently being picked up by those who were interested in depressing them. I cannot advise with knowledge of the real situation.

NEW YORK, August 23d, 1906. JASPER.

Life-insurance Suggestions.

NOTICE.—This department is intended for the information of readers of *LESLIE'S WEEKLY*. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address "Hermit," *LESLIE'S WEEKLY*, 225 Fourth Avenue, New York.

I FIND IN a recent number of the *Insurance Press* a list of twenty-seven fraternal insurance societies which had troubles of their own in 1905. The list shows the number of certificates written and the number "decreased or ceased" in the year named, and the showing is significant both in statement and implication. It appears, according to this list, that the Knights of Maccabees, at Port Huron, wrote 39,141 certificates in 1905, while the number of certificates "decreased or ceased" was 62,626. The Mutual Protective League, of Illinois, had 3,958 in the column of gain and 6,211 in the column of loss; the Court of Honor, also in Illinois, had 7,886 in the first column, against 19,729 in the second. In the National Union, Toledo, the figures are 4,025, against 8,378; in the A. O. U. W., at Meadville, Penn., 17,661 is set against 41,231. The Royal Arcanum, concerning whose troubles much has appeared, is credited with 22,678 certificates written, and 73,005 "decreased or ceased."

This showing, which includes the business record of so many of the oldest and largest fraternals, only serves to confirm and emphasize what I have repeatedly stated in this column as to the uncertain and untrustworthy character of

fraternal insurance. It is not that the societies named in this list are manned by incompetent or corrupt men, not that their business management has been loose or extravagant. Most of them, and perhaps all, have been founded and conducted with excellent intentions and in a truly philanthropic spirit. Regarded superficially, and on paper, their plans and theories appear reasonable and, in some cases, most attractive. But it has long since been demonstrated that something more substantial and enduring than good intentions and a philanthropic motive is necessary for a safe and sound insurance business. No fraternal assessment scheme will bear analysis no matter how plausible it may appear in a given case and how well thought out. It is inherently weak and inevitably bound to fail and bring loss and disappointment to those who put their trust in it. This is the history of the past and the history of the present with all fraternals, and is just as certain to be the history of the future. Beware, beware!

"S." Jamestown, N. D.: The company you refer to is not a very large one. It is well conducted, but I would not give it the preference over the Massachusetts Mutual Benefit, of Springfield, Mass. I might pay you to write to the latter and examine the policies of both companies. The Mutual Life, of New York, will offer you an excellent policy on the annual-premium plan. Why not examine the different policies and see which form of contract is the most attractive, and then make up your mind?

"F. B." Toledo: 1. The annual dividend plan is, by all means, the best, and all the leading New York companies will issue that form of policy as well as the others. 2. The Prudential, of Newark, N. J., was recently examined. Nothing prejudicial to its interests was developed. The company you refer to was involved in the New York State investigation, but it was not the Prudential. 3. There is no reason why you should think of exchanging your policy. I do not think you could improve on the one you hold, and it would be foolish to sacrifice in great part the payments you have already made.

"F. E. F." New York: 1. I do not quite understand your first question. 2. I have repeatedly said that insurance should never be coupled with speculation. From time to time offers are made, especially by newly organized companies, of stock, premium, or other privileges or bonuses to attract patronage. Always bear in mind that the old, well-established, and well-regulated companies are better able, by reason of their accumulated surplus, and the large amount of business they do, to offer attractive contracts than any new company obviously can. Bear in mind also that, until newfangled ideas have been thoroughly demonstrated by practical experience, they must be highly experimental. Life-insurance ought to be on the safest possible footing, and the history of the business shows that newfangled notions, as a rule, have nothing substantial about them.

"B. R." Buffalo: 1. It is perfectly absurd for any one to try to injure the life-insurance business by showing that, at the end of twenty or thirty years, the policy-holder will be better off if he had put his money originally in a savings bank. If a man should live twenty or thirty years, and meanwhile put the cost of life-insurance in a savings bank at 3 or 4 per cent. compound interest, he would, of course, have, at the end of that period, a larger amount of money than his life-insurance policy would represent. But suppose he should die, and stop his deposits in the savings bank. He would get only what he put in, with interest. If he took out a policy for \$1,000 in a life-insurance company one day, and died the next, his estate would be entitled to \$1,000. One must pay for the risk of insurance, and I have always believed that it is worth what it costs, especially to those who have made no provision for their families in case of death. 2. You are entitled to both. It is not necessary to give any one your proxy.

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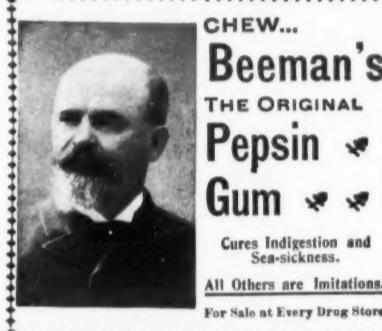
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Our combination offers for Summer Cottages were immensely popular last season. We gave big value for the money—the highest grade work both in color and black and white.

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3—Miniature Heads on card, 6 x 12 1/2
2—Popular Girls, in colors, 11 x 14 1/2
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PICTURE DEPARTMENT

JUDGE COMPANY

225 Fourth Avenue : : New York

Governments against Drunkenness.

IT IS A most encouraging fact that European governments are beginning to take official cognizance of the intemperate use of intoxicating liquors as a disqualification for public service. Consul-General Church Howe reports from Antwerp that the use of whiskey and other alcoholic beverages by government or municipal employés, during hours of service, is practically prohibited in Belgium, with the result that drunkenness is rarely met with in any branch of the public service, and never among railway employés. The importance of prohibiting the use of all forms of intoxicating liquors by railway employés is not only realized in Belgium, but also in the empire of Germany, where the director-general of the railways in Alsace-Lorraine has forbidden their use by those engaged on the railways during their hours of service. This rule applies to all grades in the service and to all hours of the day. A first offense is punishable by loss of grade, and the second by dismissal from the service. The measure was taken in consequence of the accidents which have grown to be rather frequent both on the railway and in the work-shops. As many know, a number of our large railways have laid an interdict upon the use of intoxicants by their employés, one corporation going so far as to make it a cause of dismissal to be seen entering a saloon.

The latest Comparative Bulletin of Statistics and Legislation, published by the French government, yields data for ascertaining the total and the comparative consumption, both of wine and of alcohol, in each of the eighty-six departments of France. When we compare the bulletin with the census report it appears that the average consumption of wine and alcohol is 130 litres (a little over a quart) of wine and three and three-fourths litres of alcohol for every inhabitant of France. As infants, and a large proportion of the adult public, are abstainers, or consumers of less than their average, the proportion of the others is greatly enhanced. Moreover, the table considers alcohol as at 100 per cent., whereas, when sold for drinking purposes, it is of only half that strength, making the actual average nearly eight litres, irrespective of the abstainers and moderate drinkers.

The conditions of certain departments, notably in the north, are becoming such as to offer a serious problem to the government in the matter of recruits. According to French laws, every young man, with certain exceptions, such as the only sons of widows, and medical and theological students (who serve only one year), is obliged to serve in the army from two to five years. But in Calvados, where the consumption of alcohol is fourteen and

three-fourths litres per person, counting the entire population, and in the Lower Seine, with eleven and one-half litres a head, the number of young men physically unfit for active service is appallingly great and is rapidly increasing, and the government appears to be literally at its wits' end to cope with the situation.

Recent Deaths of Noted Persons.



MRS. PEARL M. T. CRAIGIE, AUTHOR AND DRAMATIST.

Mrs. Pearl M. T. Craigie ("John Oliver Hobbes"), famous author and dramatist, of American birth, but resident in England, aged 39.

Francis H. Smith, of Washington, first official stenographer of the United States Senate, aged 80.

M. F. Dwyer, of New York, prominent turfman and greatest "plunger" in race-track history, aged 60.

Rev. Dr. Richard Eddy, of Gloucester, Mass., leading Universalist clergyman, author, and historian, aged 78.

Miss Rebecca S. Clarke ("Sophie May"), of Norridgewock, Me., writer of many books for children, aged 73.

Lewis Morrison, of Yonkers, well-known actor, aged 61.

Rev. J. W. Cross, of Lawrence, Mass., oldest graduate of Harvard and oldest Congregational minister in the United States, aged 98.

Professor Samuel Lewis Penfield, of Yale, prominent mineralogist.

Are Labor Unions "Trusts?"

THE CITIZENS' Industrial Association of America acted clearly within the limits of reason and common sense when, at its meeting in St. Louis, it declared in favor of the investigation of all trusts and the prosecution of those found to be illegal, including in this category certain associations of organized labor. The word "trust," used in a commercial sense, is a highly elastic term, but we see no reason why it may not be fitly and logically applied to an organization that seeks to "corner" or to control the labor market and thus create abnormal values for labor. And if other "trusts" may be declared inimical to the public welfare and deserving of suppression, why not the labor trust? This same Industrial Association, which has come to be a large and powerful organization, also declared in favor of the "open shop" and against all discrimination, either for or against any class of laborers, union or non-union. It also affirmed the principle of the right of private contract with equal obligation upon employés and employers. It is difficult to understand how any fair-minded and self-respecting citizen can object to a platform of this character.

Industrial Insurance Defended.
MUCH interesting and valuable information as to industrial insurance may be found in the pamphlet issued by the Prudential Insurance Company, containing President John F. Dryden's statement before the judiciary committee of the New Jersey senate, appointed to investigate life insurance in that State. The proposition is developed that industrial insurance is primarily "insurance for a definite sum, payable in the event of death, for the purpose of burial, cemetery plots, nursing, cost of last illness, etc." The element of possible investment enters only as a secondary consideration, or the attempt to provide for the immediate support of surviving members of the family. Yet, even with the average weekly premium at ten cents, it is estimated that at least \$12,000,000 of the annual claim payments of industrial companies remain as a surplus for the more pressing needs of the survivors. The pauper burial rate, which was 23.4 per 10,000 of population before the advent of industrial insurance, had fallen

to 11.8 in 1904. The annual saving to American taxpayers due to this reduction is not less than \$250,000 a year. The educational influence of industrial insurance is such that industrial policy-holders by the thousand become possessors of ordinary life-insurance policies, so that 64.5 per cent. of the Prudential's ordinary business last year was written by industrial agents. The three principal industrial companies have nearly one million ordinary policies in force for the sum of nearly one billion dollars.

Life insurance of children has been the object of many attacks, but Mr. Dryden points out the fact that it has received express official sanction, and that "no legislative verdict is on record which sustains the false and even malicious allegation of wrong against the wage-earners of this and other countries." To the charge that excessive premiums are exacted for industrial insurance Mr. Dryden replies with statistics showing the liberal returns received on policies, and the apt characterization of industrial insurance as "life insurance at retail," justifying on ordinary business principles the payment of a higher rate for industrial than for ordinary life insurance.

Mining Notes of Special Interest.

APPROXIMATELY 2,000 men are on the pay-rolls at Goldfield, Nev., receiving from \$4.50 to \$6 a day.

PREDICTIONS as to Alaska's record-breaking yield of gold for this season are in a fair way to be verified. Up to June 30th it was more than \$10,560,000, and it was believed that \$11,000,000 or \$12,000,000 would be received in Seattle before navigation closed.

A MOST important piece of mining news is the report of the settlement of the wage schedule at Tonopah for three years. Concessions of larger pay and shorter hours have been granted to the miners, practically in accordance with their demands. The scale agreed to provides for a minimum of \$4 for eight hours' work, with \$5 and \$5.50 for more expert classes of labor.

IN CONSEQUENCE of the report of David T. Day, of the United States Geological Survey, thousands of acres of placer claims in the Douglass Creek district of Wyoming will soon be opened. The mineral deposits of this region are estimated to be worth from \$15,000,000 to \$20,000,000. Assays made by Mr. Day show that the dirt runs \$780.71 to the ton in gold; 30 per cent. magnetic iron and 54 per cent. hematite. If these assays are a good average, these placer mines are among the richest in the country.

THE Tamarack mine, which has for seven months been suffering from the most stubborn and costly fire in the history of Lake Superior copper mining, is operating two shafts with good results, but the other shafts are still unused, on account of the foul gases due to the fire. While the actual damage to the workings of the mine is probably comparatively small, a great loss has been suffered from the company's inability to market its copper during the present era of high prices.

THE Cananea Central Copper Company has been incorporated under the laws of Minnesota with a capital of \$10,000,000, the main office being located at Duluth. The directors include Colonel W. C. Greene, of Cananea, Mex., and John D. Ryan, of Butte, Mont. For \$4,743,000 the new company has secured what is known as the American group of claims, 223,000 shares of the Cananea and Duluth Mining Company, and 3,000 acres of mining land surrounding these properties at Cananea, adjoining the Greene Consolidated mine.

Leslie's Crown of Honor and Worth.

(From the *Universalist Leader*.)

LESLIE'S WEEKLY won a crown of honor and worth in its picturing of the San Francisco disaster, and whenever any event in any part of the world rises to importance and interest, it is reflected in these marvelous pages, but we are impressed with the value and beauty of this illustrated newspaper in the time of peace. It carries the charm of good art and good literature into the home.

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Business Chances Abroad.
SEWING-MACHINES to the value of \$258,260 were sold in British South Africa in 1905. The Germans got the most of this trade, their machines ranging in price from \$10 for a hand-machine to \$35 for the best foot-power product. As the German exporters fail to supply the South African dealers with extra parts, a machine is practically valueless after a few breakdowns. American exporters who bid for this trade should keep their agents well supplied with extra parts. The higher-priced machines sell at from \$40 to \$100, or even more.

WILLIAM T. FEE, United States consul at Bombay, offers suggestions to American cotton manufacturers for the extension of their trade in India. Little effort has hitherto been made to secure a proper share of the Indian market. The "official influence" which operates throughout the country is a great barrier to the importation of American goods, but it may be overcome, in a measure, by the establishment of branch houses under the management of intelligent, experienced, and well-paid staffs.



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